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Walnut
city of Creek

~~PROPOSED~~

CORE AREA PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES

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NOVEMBER 1975

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CITY OF WALNUT CREEK

CORE AREA PLAN

PREPARED BY
PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
NOVEMBER, 1975

THIS TEXT HAS BEEN REVISED FROM PREVIOUS
EDITIONS AND REFLECTS THE PLAN AS THE
CITY COUNCIL APPROVED IT ON NOVEMBER 17,
1975 - COUNCIL RESOLUTION NO. 3331



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December 1, 1975

WALNUT CREEK RESIDENTS, CITY COMMISSIONS AND ALL INTERESTED PARTIES:

On November 17, 1975, the Walnut Creek City Council approved the Core Area Plan via Resolution No. 3331. This plan represents over 18 months of concentrated effort by the City Council, the Planning Commission, and staff; with suggestions, comments, and recommendations from property owners, the business community, interested citizens and organizations.

This plan represents important statements of policy for the future development of the Walnut Creek Core Area during the next ten years. It depicts, in specific terms, the pattern of land use, transportation routes, and urban design that will make the central commercial, residential, and public areas a viable and important part of the City. This plan seeks to establish an environment in the Core Area that expresses the goals and objectives of our City. To this end, it is our hope that this plan will serve as a focal point for community support and concerns on the future of Walnut Creek.

A handwritten signature in cursive ink, appearing to read "Margaret W. Kovar".

MARGARET W. KOVAR
MAYOR

TABLE OF CONTENTS

	<u>PAGE</u>		<u>PAGE</u>
SUMMARY	1	AREA PLANS	
INTRODUCTION		BART Station Area	65
Planning Background	3	North Central Core Area	66
Core Area Issues	4	Trinity Avenue Area	67
The Core Area Plan	6	Arroyo Way Triangle	68
LAND USE ELEMENT		Carmel Drive Area	69
Walnut Creek Today	9	Main Street Shopping Area	70
Residential Uses	9	Mt. Diablo Boulevard District	71
Commercial Uses	11	Central Retail Area	72
Parks and Institutional Uses	15	Southern Core Area	73
TRANSPORTATION ELEMENT		APPENDIX	
Transportation - Its Future	17		
Roadways	18		
Parking	25		
Mass Transit	26		
Loading	29		
Bikeways	30		
Pedestrian Access from BART	31		
URBAN DESIGN ELEMENT			
Core Area Features	33	TABLES	
Urban Design Goals	35		
Urban Design Principles	35	Table 1. Existing Land Use-1974	9
Core Area Image	43	Table 2. Traffic Volumes and Capacities of Major East-West Streets	19
Height Limits	43		
View Corridors	43	Table 3. Main Street Traffic Volumes and Capacities-1974	19
Bulk Guidelines	46		
Central Pedestrian District	51	Table 4. Recommend Roadway Improvements	22-24
Sense of Nature	56		
PLAN IMPLEMENTATION			
Capital Improvements and Funding Sources	59		
Ordinance Revisions	59		
Planning Studies	63		

FIGURES

	<u>PAGE</u>		<u>PAGE</u>
Figure 1. Regional Area	5	Figure 16. Bulk Guidelines	49
Figure 2. Specific Area	7	Figure 17. Building Envelope Comparison	50
Figure 3. Residential Land Uses	10a	Figure 18. Entry Feature Plan	52
Figure 4. Commercial Land Uses	14a	Figure 19. Street Modification Pedestrian Linkage Plan	53
Figure 5. Park & Institutional Land Uses	16a	Figure 20. Typical Street Modification	55
Figure 6. Existing Major Roadway Elements	18a	Figure 21. Street Tree Planting Plan	57
Figure 7. Ygnacio Valley Road Realignment	21	Figure 22. Landscape Schemes	58
Figure 8. Recommended Street Improvements	24a	Figure 23. Specific Plan Areas	62a
Figure 9. Public Parking Lots - Central Core Area	27		
Figure 10. New Parking Facilities - Central Core Area	27		
Figure 11. Topographic Map	34		
Figure 12. Core Area Views	45		
Figure 13. View Corridor Plan	46a		
Figure 14. Height Limits	46b		
Figure 15. Regular Building Shapes	48		

SUMMARY

The Core Area Plan was approved by the City Council after over two years of intense analysis, public discussions, and public hearings. The following are its major policies and constraints:

1. The City must live with its existing roadway system. High costs dictate that only a few major street improvements may be possible to construct within the next ten years.
2. The private automobile alone cannot meet the future transportation demands of the Core Area. The Core Area roadways cannot be sufficiently expanded to meet the traffic needs caused by future growth in the Core Area and residential areas to the east.
3. The City of Walnut Creek will encourage a level of development in the Core Area that will not cause continuous traffic congestion. Therefore, future economic growth in the next ten years will, to a large extent, depend on provisions for transportation systems supplemental to the private automobile.
4. High-rise uses should be located only where they can be reasonably accommodated by the City's transportation system and where they will add to the character of downtown Walnut Creek. Only by placing high-rises where they most efficiently use the City's transport can an optimum level of growth be achieved. At the same time, high-rises should not disrupt the existing scale of development and the City's suburban image.

5. The central shopping district's "retail" character and pedestrian orientation should be retained. Unlike most suburban cities, Walnut Creek has a strong, healthy shopping center in its downtown. To continue to attract shoppers, the district's unique pedestrian amenities should be enhanced.
6. The Core Area should include a mixture of uses that will provide a variety of residential and commercial activities in the downtown and insure that the Core Area is "alive after five." Encouraging nighttime cultural and recreational activities and placing residences close to commercial uses can provide this atmosphere.
7. The Core Area Plan should plan for only the next ten years in downtown Walnut Creek. Uncertainties about energy, environmental constraints, and the economy make it impractical to forecast beyond the next ten years.

This plan establishes a community design plan for the downtown and integrates land-use, transportation, and design considerations in forming its recommendations about height, land-use intensity, and the circulation system. Some of the Plan's most important recommendations are the following:

1. High-rise buildings up to 10 stories should only be located north and east of the BART Station.
2. The pedestrian amenities in the Central Shopping District should be enhanced by encouraging through-traffic on Broadway and California Boulevard; by

locating parking along major streets of the area; by closing minor streets; creating malls and pedestrian linkages; and by encouraging retail uses.

3. Mixed residential and commercial uses should be encouraged around the BART Station; between Ygnacio Valley Road and Civic Drive; and south of Newell Avenue.

4. The Plan does not provide for any significant new Auto Sales and Service areas. The area generally along Pine Street is shown for this type of activity. In view of the limited area for Auto Sales it is expected that auto dealers will likely remain in their present locations or seek new facilities outside of Walnut Creek.

5. Viable single-family and multifamily neighborhoods should be preserved.

6. An area-wide public transportation system should be established in Central Contra Costa County.

7. A strong Core Area image should be created by height and bulk guidelines, City entry signs, street trees, and other landscaping.

Because of the short time span of this plan, the City must begin immediately to take actions to enforce the policies recommended herein. An action program has been developed and many implementation measures are recommended. They include:

a. Developing specific plans to solve access and design problems on certain blocks.

b. Establishing zoning to permit mixed residential-commercial uses and to utilize overlay zones.

c. Establishing joint parking districts and peripheral parking lots.

d. Establishing height limits, lot size standards, and development guidelines

e. Creating a transit fund and parking tax to pay for public transit.

With the adoption of this Plan, the City now needs to take certain actions. First it must adopt new zoning districts and a new zoning map for the Core Area. Second, if the needed street improvements and other recommendations are to be implemented they must be included in the City's Capital Improvement Program. Both of these actions will require a strong commitment to the concepts expressed in this Plan.



INTRODUCTION

PLANNING BACKGROUND

Between 1966 and 1975, development in the downtown area was guided by a plan conceived in the mid-1960's. Since that time, several physical, philosophical, and economic changes have occurred which have had the effect of making that plan unworkable. For that reason, and others, this new plan was prepared.

The 1966 Core Area Plan prepared by the consulting firm of Ruth and Krushkov was formulated during an era when the desirability of autos was seldom questioned and when a mass transit system for the Bay Area was far from a reality. The general public philosophy towards development and growth was that it was desirable and healthy. Concern for urban form and scale was thought to be of little relevance.

During the 1950's and 1960's, growth occurred quickly and often without adequate controls. The impact of this rapid growth and the errors accompanying this growth are now being felt by the City. Furthermore, the decentralization of urban centers to the suburbs that has been occurring throughout the U.S. has led suburban communities like Walnut Creek to be faced with new types of problems and issues which they were not prepared to deal with.

Since vacant land in the downtown area has diminished, the cost of correcting many problems, particularly circulation problems, has escalated. Increased costs have caused many desirable projects to be abandoned, have increased competition for available monies, and, in many cases, has had the effect of making portions of the downtown less desirable for development or less acceptable for a high intensity of development.

Faced with significant developmental pressures in the downtown, numerous unresolved controversies, and an outdated Core Area Plan, the City Council in 1972 recognized the need to begin preparation of a new plan. Particularly needed was a plan for the BART Station area, where developmental pressures were greatest. In December 1972, the Council appointed a citizens' committee and hired the consulting firm of Duncan and Jones to jointly prepare a plan for the BART Station area. Concurrently, the City also had a committee charged with the task of developing height limit regulations for the downtown area.

The BART Station Area Plan was completed in the summer of 1973, but never adopted. The Height Limit Committee, after numerous meetings, finally disbanded for lack of consensus on height limit concepts. It was realized after each of these planning efforts that a more comprehensive approach was needed to grapple with the various issues confronting the downtown area.

To rekindle planning activities, the Walnut Creek City Council directed the Community Development Department and Planning Commission to develop a workable plan for the entire downtown sector. That task was begun April 1974, and this project is the result of that joint effort between City staff and the Planning Commission. Throughout this planning process, public input was solicited, field trips were taken, other City commissions were consulted, and previous planning efforts analyzed. It is hoped that through this input and analysis, a realistic and workable plan has been achieved for downtown Walnut Creek.

CORE AREA ISSUES

REGIONAL ROLE

Downtown Walnut Creek is located at a critical transportation junction (see Figure 1). Two major freeways, Interstate 680 and State Route 24, intersect here and link Central Contra Costa to both the Bay Area's urban core--San Francisco, Oakland, and San Jose--and to Sacramento to the east. A BART Station is also located in the Core Area. Together, these transportation links have given Walnut Creek a potential role as a subregional office and retail center for Central Contra Costa County. Demand for retail and office space has substantially increased in recent years.

An economic report and market study prepared for the Core Area in 1974 estimated that in the next ten years market demand will exist for 1,200,000 sq.ft. of new offices and 700,000 sq.ft. of new retail and service space. This exceeds the total retail and office space now built in the Core Area. Recent new buildings have been developed at far higher intensities than previously characteristic of Walnut Creek, including two high-rise buildings. Whether Walnut Creek should assume a subregional role, and how to handle future growth so that development is not totally out of scale with Walnut Creek's suburban character have been major core area planning issues.

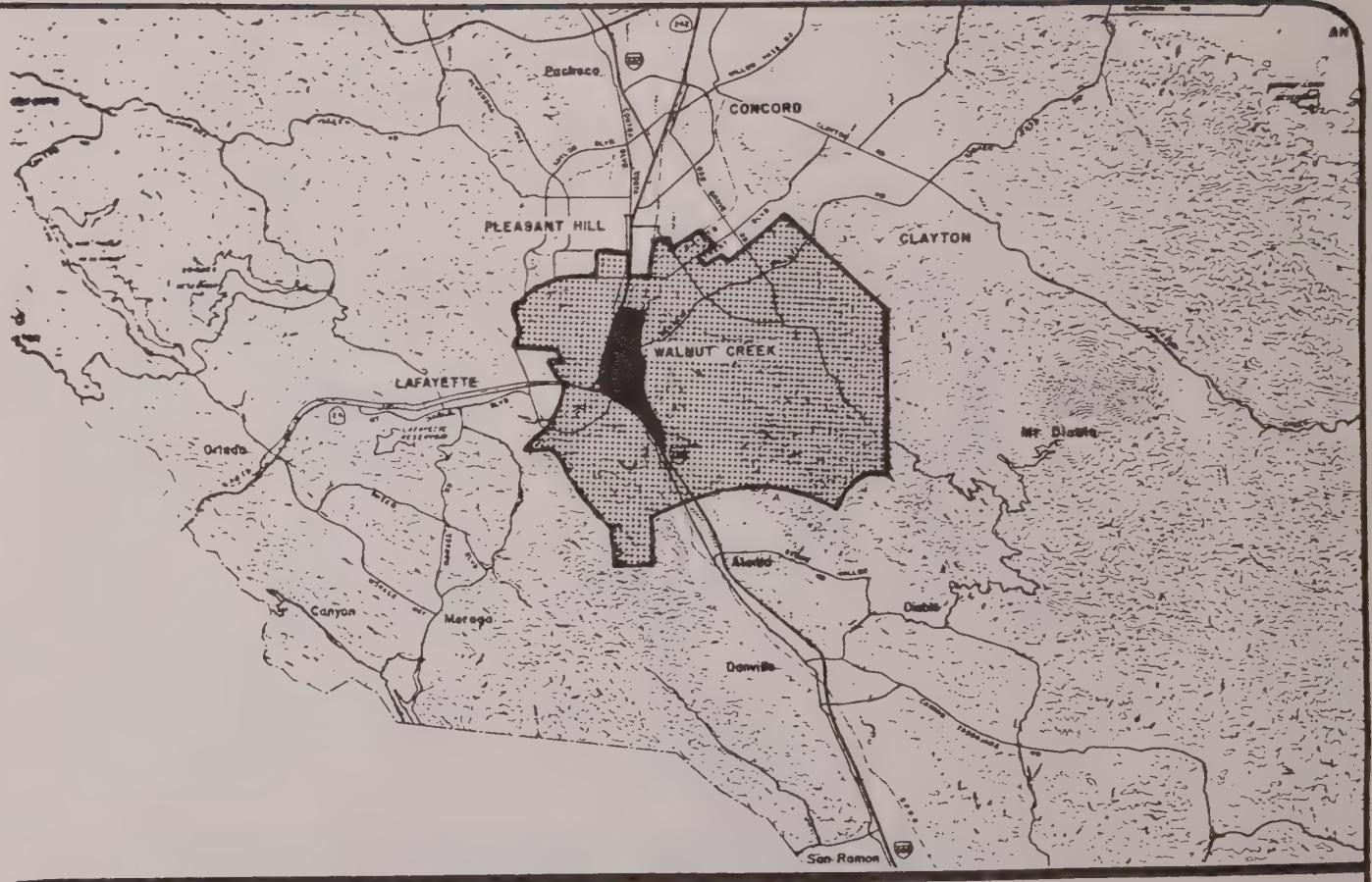
TRAFFIC CONGESTION

As development has increased in the Core Area, so has traffic congestion; and many streets in the Core Area are now operating above their capacity.

In the past, when Walnut Creek was just beginning to develop--when land was cheap and development was sparse--it was possible to expand the City's street system to meet increasing travel demand. Today, however, land costs are higher, rights-of-way are confined by existing development, and the City is, to a large extent, confined to using existing street systems in the Core Area. How much development can be reasonably handled by the City's transportation system is another major issue addressed in this plan.

QUALITY OF DEVELOPMENT

City residents and visitors have often expressed dissatisfaction with the quality of the development in Walnut Creek. Some of this discontent can be traced to structures which were constructed prior to 1950, when Walnut Creek was more like a rural community than a suburb. However, since 1950, a few poorly designed developments have been constructed which illustrate the need for careful planning and review regulations. As a reaction to some of these projects, the City passed a series of ordinance revisions. A Design Review Commission was instituted in 1973 and has



REGIONAL AREA



WALNUT CREEK PLANNING AREA



WALNUT CREEK CORE AREA

FIGURE 1



already had many positive effects on recent projects. Revised parking standards, additional landscaping requirements, and interim ordinances have also been enacted which have either directly or indirectly prevented developments which could adversely affect Walnut Creek's physical characteristics.

In addition to the design issues raised by individual projects, the issue of Walnut Creek's overall image and urban design has been raised. The Core Area has few distinguishable districts, lacks positive symbols with which the community can identify, and is generally confusing to outsiders who cannot comprehend the downtown's irregular street system and lack of focal points.

Key to the urban design issue is the question of the intensity of uses and the bulk and height of structures.

As development continues in an area with little vacant land, economics often dictate that projects need to be constructed at greater intensities. Given land costs, landscaping requirements, and parking requirements, developers maintain that taller buildings are needed to make projects feasible. Some local residents maintain that "high rise" structures are not compatible with the suburban profile of the central County area. Thus, a conflict exists between community desires and economic constraints. How much area, if any, should be allocated for high-rise buildings and the location of that area is another issue addressed in this Plan.

THE CORE AREA PLAN

CORE AREA BOUNDARIES

The Walnut Creek Core Area, unlike most downtowns, is constrained by a fairly definite set of boundaries. Those boundaries are made up chiefly of Interstate 680 on the west and the Southern Pacific Railroad tracks on the east. These two boundaries intersect on the south of the Core Area, and this Core Area Plan covers the area north to Walden Road (see Figure 2 on the following page).

ROLE OF THIS PLAN

This Plan will serve as an amendment to the City of Walnut Creek's General Plan. As an amendment to the General Plan, it represents City policy relating to development in the downtown. As a policy tool, it does not impose laws and ordinances on development, but rather is a basic guide to community development and the allocation of funds for public improvements in the Core Area.

The Plan is composed of three elements whose policies are mutually supporting and interlocking: a land-use element, a transportation element, and an urban design element. Policies for land use, for instance, are designed to make the most efficient use of the City's transportation system and to locate intense development where it will contribute most to a strong City image.

Following these three elements is a summary of the Plan's recommendations by area so that the combined effect of the three elements' proposals can be seen. Finally, this plan includes a detailed implementation scheme designed to be put into action immediately after passage of the Plan.

TIME FRAME

Unlike the other parts of the General Plan, this Core Area Plan has been designed to direct the City's development for only the next ten years. Because of the great uncertainties surrounding the nation's economic condition, possible fuel shortages, environmental regulations, and the like, it was felt that the City could not realistically plan for the Core Area any more than ten years in advance. At the same time, the City has remained sensitive to problems for which solutions will take longer than ten years.

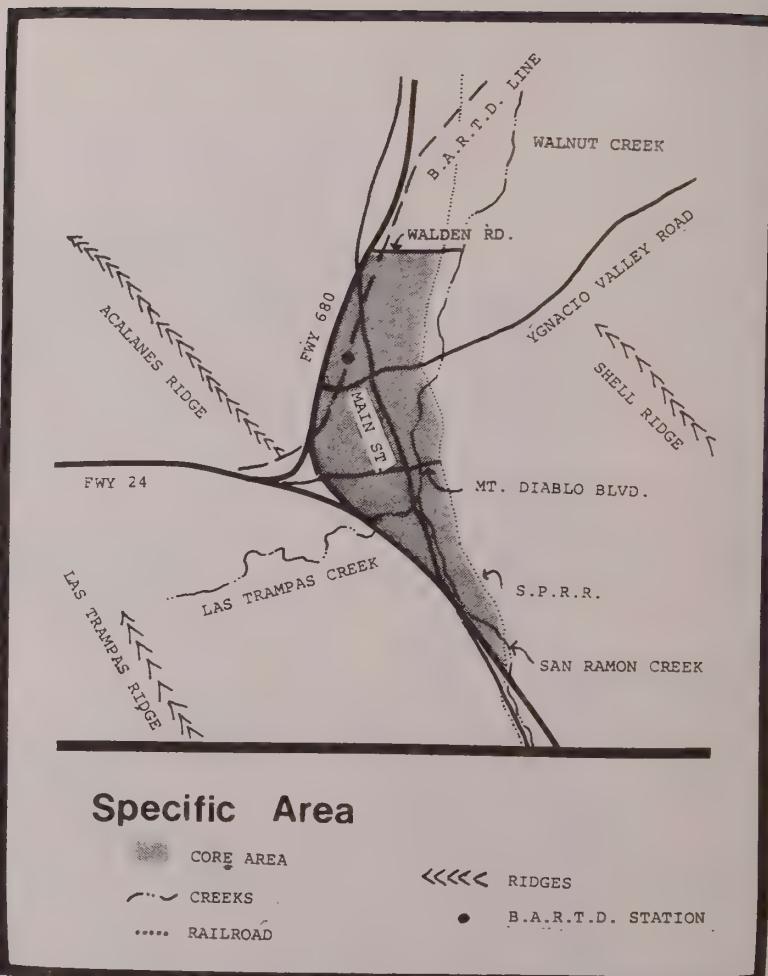


FIGURE 2



LAND USE ELEMENT

WALNUT CREEK TODAY

Despite its role as the Central Business District for nearly 80,000 people, Walnut Creek's Core Area is not very intensively developed. As can be seen in Table 1, only one-third of the Core Area is devoted to some form of commercial or office uses. Another one-third is vacant, used for marginal uses such as parking, or developed for single-family homes. The remaining third of the land is used for multifamily apartments, parks and institutional uses. A high percentage of land is also devoted to streets, parking lots, and auto service facilities. Thus, in many ways, the Core Area is less developed than one would expect in a central downtown area.

TABLE 1

EXISTING LAND USE
WALNUT CREEK CORE AREA (1974)

	Land Area (Acres)
Retail Sales and Service	101
Offices	69
Automobile Sales and Service	28
Multifamily Apartments	109
Single-Family Homes	93
Institutions	69
Parks and Open Space	17
Vacant	85
Miscellaneous (Industrial and Parking)	<u>20</u>
Total	<u>591</u>

RESIDENTIAL USES

The kind of housing and the people who live in the Core Area are very different from those in the rest of Walnut Creek. Almost 90 percent of the Core Area's 3,800 dwelling units are located in apartment buildings--compared with only 20 percent in the rest of the City. Families are also much smaller. On the average, less than two people live in each unit, and one-person households account for over a third of the Core Area's households.

The Core Area presently contains a large number of elderly residents. In 1970, approximately 20 percent of the Core Area's residents were 63 years of age and over, and they were particularly concentrated in the older, single-family housing areas. Finally, the income of families living in the Core Area is less than in the rest of the City. In 1970, their median income was \$7,400, compared to \$12,400 in Walnut Creek as a whole. Thus, this plan's proposals for residential areas have been geared to the special population in the Core Area--one, a large number of single people, couples without children, and the elderly; and two, those with more modest means than some other segments of the community.

Single Family Areas

Within the Core Area, there are currently four distinct single-family neighborhoods containing over 400 homes. Despite their low intensity of use, these areas serve a number of important functions. A large

Note: This table does not include land used for streets and roads.

proportion of senior citizens live in them; rents and prices are low because the housing is older, and they add attractive variety to the housing available in the Core Area. Land is available elsewhere in the Core to accommodate commercial and apartment growth for the next ten years. This Plan has retained two single-family neighborhoods which are structurally and economically sound in order to discourage their premature conversion to more intense uses.

The residential area map shows the location of these two single-family areas. The Almond-Shuey area, north of Mt. Diablo Boulevard, was one of the first subdivisions built in Walnut Creek. It has undergone some transition and several duplexes can now be found in this area. Although the homes are older, they are well maintained and a large number are the residences of senior citizens. This neighborhood is bounded on the north, west, and south by areas proposed in this Plan for multifamily use.

By contrast, portions of the Alma Avenue neighborhood south of Mt. Diablo Boulevard are deteriorating; and absentee ownership is common. Nonetheless, a large proportion of senior citizens live here. Single-family residences are becoming inappropriate here and thus this area is designated for Elective Use. This will permit a variety of residential and/or retail uses. With this flexibility residential development (mixed with commercial) becomes possible. Proximity to downtown will,

during the next ten years, provide the impetus for new development in this area.

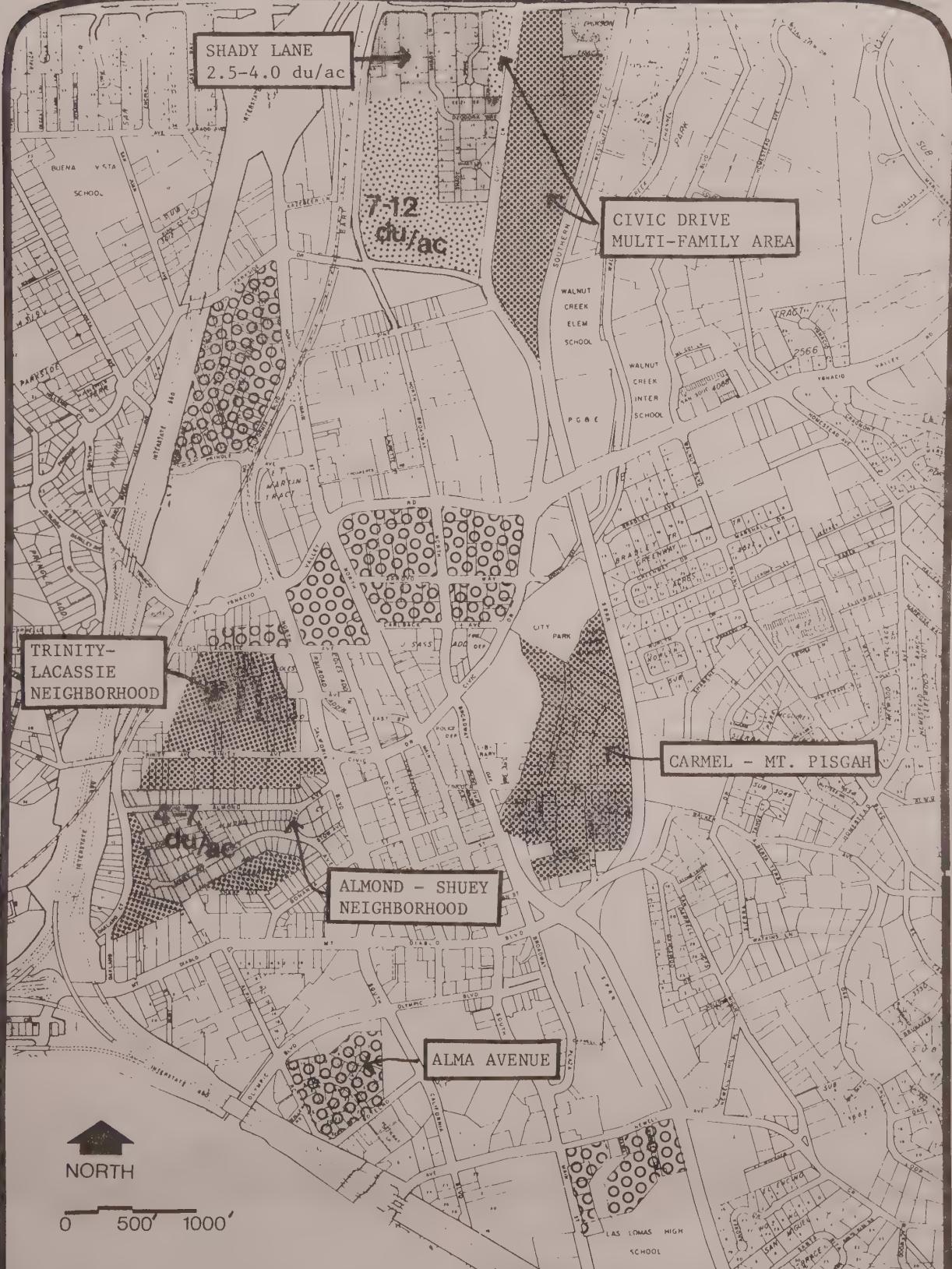
The third single-family neighborhood is located around Shady Lane in the northern part of the Core Area. The homes here are modern, have large lots, and are oriented away from the Core Area and should remain for at least ten years.

Multiple-Family Areas

Five neighborhoods in the Core Area are now developed largely with apartments:

1. The Trinity-Lacassie Area south of the BART Station;
2. The Carmel-Mt. Pisgah Area east of Civic Park;
3. Land along Civic Drive north of Pine Street;
4. Creekside Drive; and
5. portions of Oakland Boulevard.

Most of these apartments have been built since 1960 and are in sound structural condition. To preserve the integrity of these existing neighborhoods, this Plan designates all five areas exclusively for multifamily use. In addition, the market research firm of LeBlanc and Company estimated that 1,000 new multiple units might be needed in the next ten years; and, to accommodate them, in-filling of vacant lots within existing multifamily areas will be needed. Demand for apartments should also be met in part by development in the elective-use district. Densities of up to 30 units per acre should be permitted in these areas. However, should proposals be received for



SINGLE FAMILY

MULTI - FAMILY 12 - 22 du/ac

MULTI - FAMILY 22-30 du/ac

ELECTIVE USE AREA

CREEKSIDER DRIVE

Residential Land Uses

FIGURE 3

senior citizen-type housing, higher densities should be considered and evaluated on an individual basis.

New Multifamily Area

Northern Core Area. Situated in the northern segment of the Core Area between Jones Road and Civic Drive lies approximately 30 acres of primarily vacant land. This area is adjacent to a single-family neighborhood and is across the street from a multifamily project. The proposed Ygnacio Valley bypass bisects the southern portion of the site. It creates a clear line and place to differentiate between land uses. As such, the area south of the bypass is shown for auto sales and service while the area north of the bypass is shown as low density multifamily (7-12 du/ac). The multifamily area is to serve as a transition zone between the commercial-retail areas and the residential areas.

The residential area should be designed to minimize the impact of traffic noise from the Ygnacio Valley bypass and from I-680 and BART. A buffer should also be provided adjacent to the single-family homes so as to create a visual buffer between the two zones.

COMMERCIAL USES

Commercial land use in the Core Area has been divided into five distinct classifications, which are shown on the commercial area map. These include:

1. Retail commercial
2. Office commercial
3. Retail and office commercial
4. Elective use area
5. Auto sales and services

Together, these categories will consume most of the land in the Core Area and will allow for greatly expanded commercial development. The specific uses envisioned in each area are as follows:

Retail Commercial. By adapting the concepts expressed in the Urban Design Element, this category is intended to encourage the development of an attractive pedestrian shopping district in the area approximately bounded by California and Broadway, Civic and Newell. Uses in this district include primarily retail shops, walk-in restaurants, cultural facilities, and related services. Offices should be permitted only at the second story or above. Development of new drive-in uses and other auto-oriented uses with independent parking areas is prohibited.

It is anticipated that this area will gradually gain pedestrian amenities and transition more into a pedestrian-oriented district. The installation of street trees and benches, the landscaping of street medians, the development of new street signs and directional maps, plus the emphasis on retail uses on ground floors with the consolidation of parking lots will assist in making the downtown area more inviting for use by pedestrians.

The City will encourage new parking spaces to be clustered in common lots located along the major streets of that area. Major retail development of the department store variety should be located south of Mt. Diablo Boulevard where parcels are of sufficient size to accommodate these large-scale uses.

Office-Commercial. This district permits administrative and professional offices in areas adjacent to the retail business center, particularly along Olympic Boulevard and Bonanza Street. The offices are required to provide their own parking, preferably below ground level and to supply open space and landscaping at ground level. Larger office complexes may be required to include some type of plaza, outdoor art, or other feature which would add interest and could serve to increase community identity.

In areas where residential uses border office or commercial projects, special design and setback considerations should be included in development plans to minimize the impact on neighborhoods. Of particular concern are future office projects along California Boulevard.

Office and Retail Commercial. The office and retail areas shown on the Plan are generally located on the edges of the central Core Area and along major arterial streets such as Mt. Diablo Boulevard, Ygnacio Valley Road, and California Boulevard. For the most part, land in this category has already been developed with a mixture of uses. In contrast to the retail commercial area, this land-use district remains predominantly auto-oriented. Permitted uses include banks, investment firms, restaurants, specialty shops, and other one-stop activities that supply individual parking.

Elective Use Area

The concept of an Elective Use Category on the General Plan is new for Walnut Creek. Traditionally, land-use classifications have encouraged homogenous uses within a given area. Unlike the residential neighborhoods which surround the Core Area, the downtown affords an opportunity to mix both commercial and residential land uses within either a single development or a single area. This elective use area has been included in this plan to offer flexibility from conventional single-purpose projects, encourage residential units to be built in the downtown district.

Development proposals within this district should be processed in a manner similar to that of a planned development. Specific standards for setbacks, floor-area ratios, lot coverage, etc., will permit a reasonable degree of flexibility. Since the specific concepts envisioned for each area differ somewhat, this Plan describes each one separately.

1. Golden Triangle Area. The Golden Triangle Area is a residential district in the Core Area in which it is expected that new uses will be added. Unlike the other residential areas, the Golden Triangle has a low proportion of elderly residents, is impacted by noise from BART and the freeway, and has a high rate of absentee ownership due to speculation. It is also in a unique location adjacent to the BART Station and presents an opportunity to locate new shopping areas and residential units near BART. Mixing uses with a single project is optional in this district. However, if desired, it can be achieved either vertically or horizontally.

2. Land South of Ygnacio Valley Road. The properties within the Elective Use Area south of Ygnacio Valley Road, west of Civic Drive and east of North California Boulevard are generally developed in one-story auto sales and service uses or other auto-oriented uses. Within the next ten years, this Plan expects that the level of development within this area will be upgraded; but auto sales and service facilities may remain as a major use in this area. Like other locations where a mixture of uses are considered, land assembly is encouraged.

Similar to the situation in the Golden Triangle Area, residential units near BART would help to make the BART Station Area interesting to Walnut Creek visitors and commuters. Future residents in this area would also be benefitted by the proximity to Civic Park.

3. Land Southeast of Main and Newell. The third area lies at the southeast corner of Main and Newell and contains low-intensity, retail uses, a large undeveloped lot, and San Ramon Creek. Desired development here would include both retail shops and residences, although each of these uses is optional.

Development of this area should also preserve some open space and trees and utilize the natural beauty of the creek. Internally, pedestrian circulation should be enhanced. This site, because of its opportunities and amenities is unique in the Core Area. Consequently, any development proposal should demonstrate a sensitivity of the opportunities afforded.

Auto Sales and Service

A major item studied in the preparation of this Plan was the need for additional land to accommodate auto sales and service uses. Many auto dealers and accessory auto services currently underutilize valuable land and are

operating on inadequate sites.

Unfortunately, Walnut Creek does not have a suitable area in terms of size and location on which to group these uses into a single cohesive area. This plan suggests that auto uses may be located in separate auto sales and service areas.

One of these possible areas lies along North Main Street, north of the North Main interchange, outside the Core Area and partially outside the current City Limits.

Another possible area is located near Pine Street and North Main Street and is shown on this plan for auto sales and service uses.

A third area lies south of Ygnacio Valley Road, between Main Street and Civic Drive. Each of these locations should be studied further to determine the extent to which auto sales and service facilities in the central Core Area can be relocated to these areas.

Use of the redevelopment tool may be a vehicle through which this relocation, aggregation of parcels, and site improvement can be accomplished.



PARKS & INSTITUTIONAL USES

Institutional Uses. Institutional uses include the BART Station, Post Office, City Hall, Library, Fire Station, Las Lomas High School, Kaiser Hospital, the P.T.&T. Center, parking structures, the Civic Arts Theater, and other public or quasi-public facilities.

Parks and Greenways. Landscaping, open space, and park areas are an integral part of this plan. These "soft" areas are needed to provide contrast and relief from the more "hard" surfaces of a downtown setting. This relief and contrast can be provided in both public spaces and private spaces and can take a number of forms.

Illustrated on the land use map as "greenways" are most of Main Street, Locust Street, Mt. Diablo Boulevard, Civic Drive, and portions of Ygnacio Valley Road.

Along these routes, it is intended that street trees and landscaped medians be installed where feasible and depending upon the City's ability to finance the maintenance of these improvements.

Civic Park, the only major location for public recreational use in the downtown, will become

of increasing importance to downtown residents and employees as the City continues to grow and expand. It is unlikely that any new comparably sized park could be obtained in the downtown. This park is being redesigned and funds are being set aside to revise the current arrangement of facilities situated in the park. The product of this design process should consider the needs of people living and working in the downtown Core.

In the Urban Design Section of this Plan, it is stressed that this park should provide a contrast with surrounding developments. For this reason, it is important that the view into the park be unobstructed and that structures in the park be minimized. Furthermore, the recreational and visual opportunities which the Walnut Creek watercourse offers should be considered in the redesign efforts

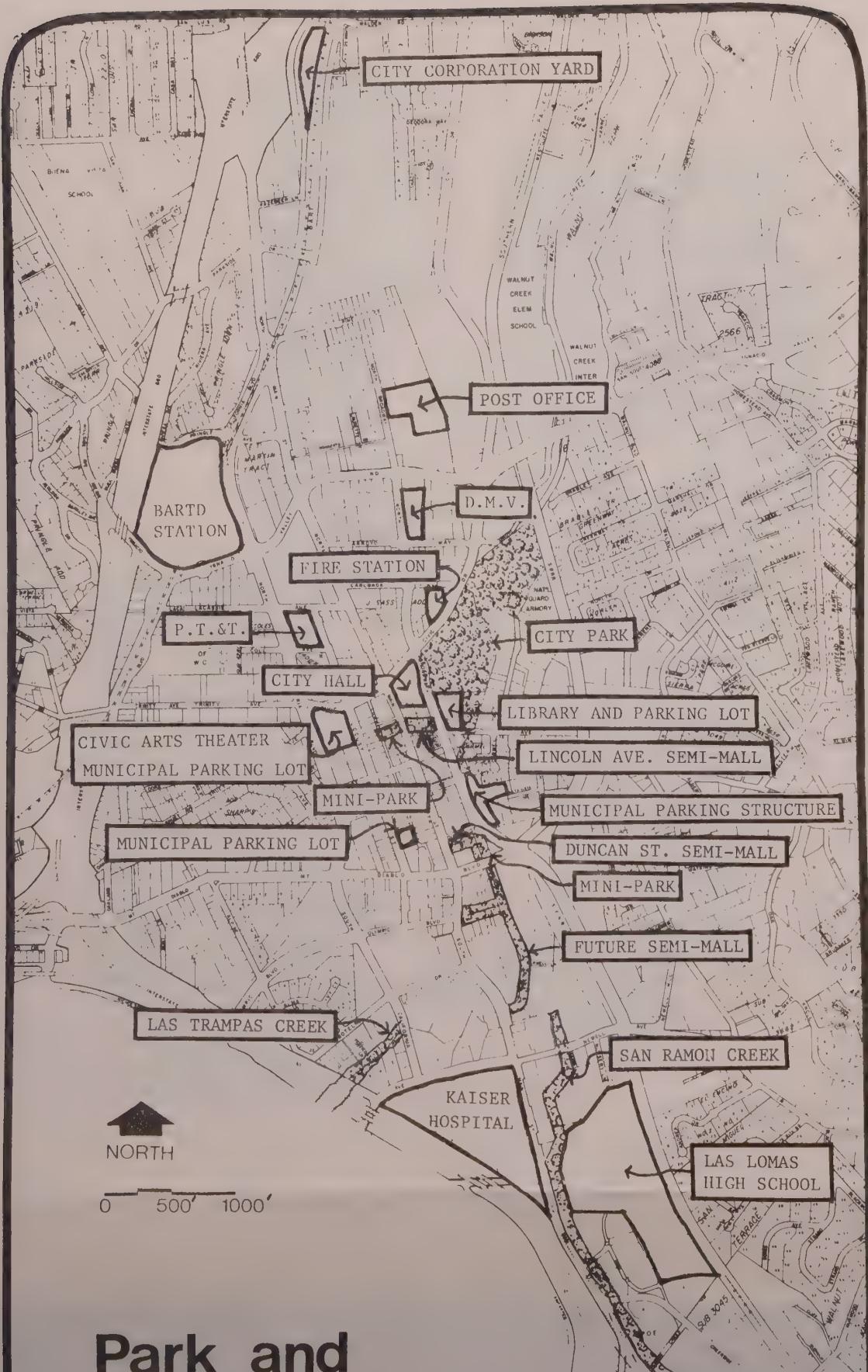
In addition to the publicly owned and landscaped greenways and Civic Park, this Plan has suggested various street closures and mini-parks. As streets such as Lincoln and Duncan are closed, an opportunity is afforded to provide landscaped areas, pedestrian amenities such as benches and fountains, and interesting art objects. Mini-parks or plazas should be encouraged as part of any major development in the vicinity of the BART Station area or the downtown shopping district.

These mini-parks or plazas could be either publicly owned or privately owned with public access. Development within these mini-parks or plazas would consist of wind, rain, and sun protection, drinking fountains, and possibly some art objects.

Creekways

Portions of the San Ramon, Las Trampas, and Walnut Creek waterways are found in the Core Area. Various segments of these creeks have been channelized while other segments are still found in their relatively natural state. Each of these waterways have been prone to periodic flooding and some flood control improvements are needed. However, it is important that solutions to drainage and flooding problems should be solved through means that will not destroy the existing natural portions of these creeks.

Where possible, development adjacent to these waterways should take advantage of the opportunities afforded by these linear open space areas and uses such as outdoor restaurants would be encouraged.



Park and Institutional Land Uses

FIGURE 5



TRANSPORTATION ELEMENT

This Transportation Element of the Core Area Plan has been designed to create a balanced transportation system to move people and goods in the Core Area while at the same time enhancing the social, economic and environmental attributes of the Area. It directly relates to the land use and urban design elements and describes an integrated system which consists of five parts: roadways, public transit, parking, loading facilities, and bikeways.

TRANSPORTATION - ITS FUTURE

Greater public concern about noise and air pollution, urban sprawl, fuel conservation, and high automobile costs have in recent years caused national transportation policy to shift away from the "single mode" automobile system of the past four decades to a more balanced approach that includes mass transit, bicycles, and other modes of travel. As a consequence, funding for purely automobile facilities will go down, while funding for mass transportation facilities will increase.

Locally, the Walnut Creek Core Area will experience growing transportation demands. Continued growth in areas north, south, and east of the City will tend to "use up" available traffic capacity on existing access to the Core Area, including BART, Interstate 680, and Ygnacio Valley Road. Thus, other means of access to the Core Area will be needed at the same time as continued freeway building and other easy solutions will no longer be possible. Some basic constraints severely limit possible solutions to the Core Area's access problems.

First, it is assumed that no major modifications in freeway access will be possible during the next 10 years due to Federal and State environmental regulations and limited funding.

Second, the future transportation demands of the Core Area should not be met solely by increased use of the private automobile, since an unacceptable level of congestion would be created. Further, economic growth during this Plan's timeframe may depend upon an expanded public transportation system.

In the past, it was possible to satisfy travel demands by continually widening existing roadways and providing new ones. Today, this alternative is no longer feasible in the Core Area. Land costs are high, and rights-of-way are severely confined by existing development. While this plan provides additional capacity to the roadway system where feasible, auto access to the Core Area will reach its practical limit in the not-too-distant future.

In any case, the private auto does not adequately supply the travel demands of the young, elderly, and poor--all of whom use the Core Area. Their mobility depends on public transportation, and public transportation is also essential to supply future travel demands to the Core.

Thus, as the Core Area grows, an increasing proportion of trips will be made by mass transit, although the private automobile will remain dominant here for the foreseeable future. In the long run, a Core Area which is conveniently accessible by mass transit will be in a strong competitive position compared with strictly auto-oriented "shopping center"-type commercial areas.

Third, and finally, expected increases in travel demand in the Ygnacio Valley cannot be supplied by continued widening of Ygnacio Valley Road. They must, therefore, be accommodated in some other manner.

Traffic generated by residential growth in communities east of Walnut Creek is expected to greatly increase traffic volumes on Ygnacio Valley Road, which will greatly exceed its available capacity. To supply this demand, at least eight lanes, and possibly as high as twelve lanes, would be needed on Ygnacio Valley Road. Costs, environmental concerns, and social disruption make this alternative plainly unacceptable. Clearly, some other alternative must be found.

Because of the great number of uncertainties affecting funding for future transportation facilities, the recommendations made in this transportation element consist of staged proposals which can be implemented individually, depending on need and funding availability.

ROADWAYS

Roadways include freeways, arterials, and other streets. The chief goal in designing roadways is to provide for the safe, convenient, and efficient movement of people and goods. To a great extent, the roadway system also sets the basic physical shape of the Core Area.

THE EXISTING ROADWAY SYSTEM

The roadway system in the Core Area consists of freeways, north-south connectors, and

east-west connectors; and the complete system is shown on the map on the following page.

Freeways

Freeways include Interstate 680 on the west, linking the Core Area to San Jose and Benicia, and State Route 24, connecting San Francisco-Oakland to Walnut Creek. Overall, freeway access to the Core Area from these freeways is less than ideal.

While access is provided to the Core Area at five different interchanges, none allow access to and from the freeway in all directions. Drivers thus are often forced to drive extra distances in order to get on and off the freeway, congesting traffic within the Core Area.

East-West Routes

By far the most important east-west route is Ygnacio Valley Road, which is virtually the only connection from the Pittsburg-Antioch area and east Concord-Clayton area to the Core Area and the freeways on its west. In addition, Mt. Diablo Boulevard links residential areas east of the Core Area with State Route 24, while Newell Avenue and Olympic Boulevard both connect the Core Area with residential areas to the west.

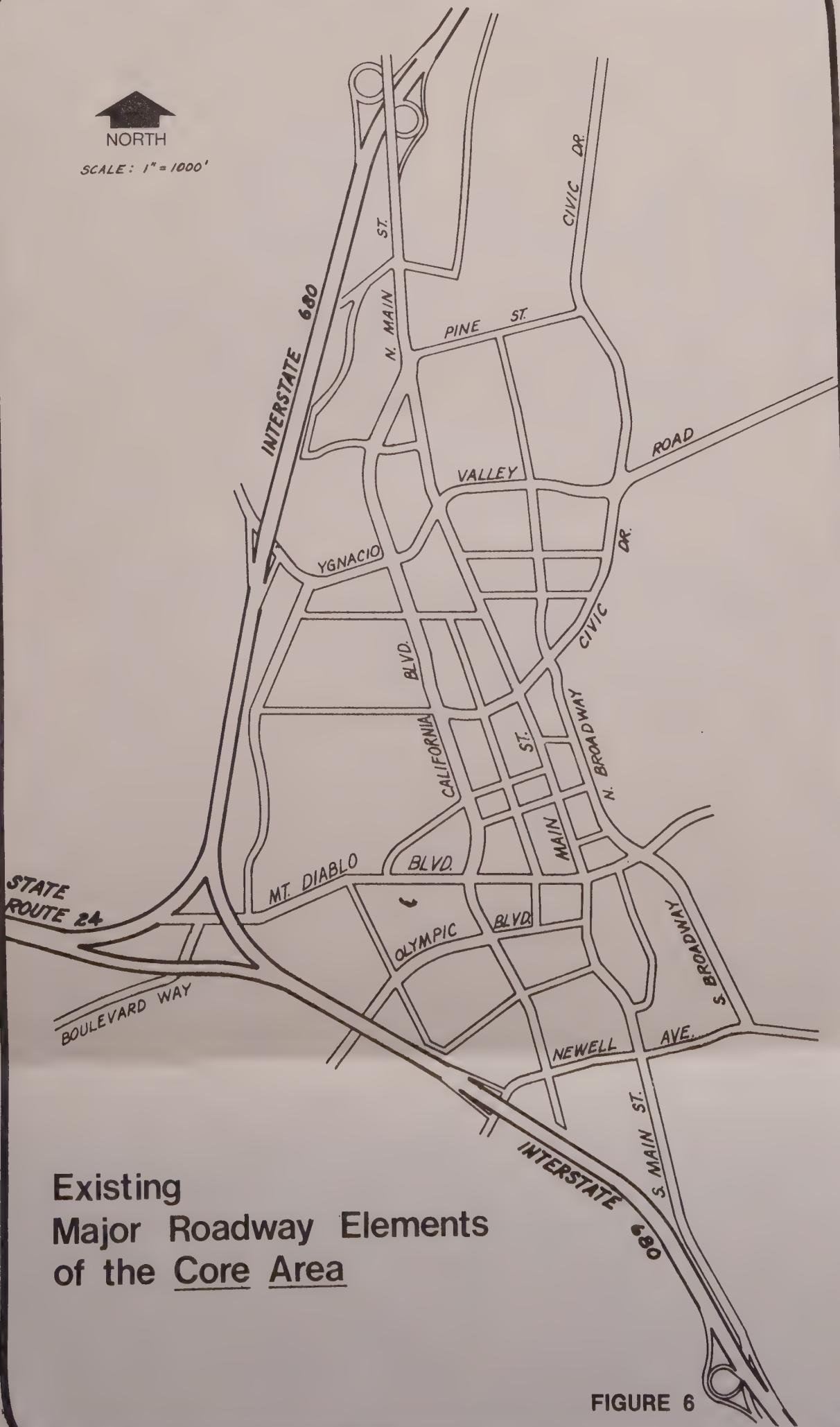
Overall, the existing east-west system generally works efficiently on Newell Avenue, Olympic Boulevard, and Mt. Diablo Boulevard (see Table 2), although Mt. Diablo Boulevard is seriously congested at Boulevard Way.

Ygnacio Valley Road is another story entirely. Lack of capacity east of the Core Area causes serious congestion within the Core Area. Because additional residential growth could increase demand to 60,000-



NORTH

SCALE: 1" = 1000'



**Existing
Major Roadway Elements
of the Core Area**

FIGURE 6

80,000 trips per day on Ygnacio Valley Road, it will continue to be congested in the foreseeable future.

TABLE 2
TRAFFIC VOLUMES AND CAPACITIES OF MAJOR EAST-WEST STREETS

<u>Street</u>	<u>1974 Daily Traffic Volume</u>	<u>Approximate Street Capacity</u>
Ygnacio Valley Road	30,000	41,000 (6 lanes)
Ygnacio Valley Ramps	20,000	24,000
Mt. Diablo Boulevard	19,000	24,000
Newell Avenue (at I 680)	19,000	24,000
Olympic Boulevard	12,000	18,000

North-South Routes

Four routes in the Core Area supply major north-south access. California Boulevard and Broadway are arterial streets that run along the west and east sides of the Core Area, respectively. Only Main Street, however, runs the entire length of the Core Area, providing major access to the Core Area from the north and south. The middle portion of Main Street is two lanes wide and is landscaped to encourage pedestrian use. Finally, Civic Drive provides access from the high density multifamily area just north of the Core Area.

This north-south roadway system can probably best be described as "unfinished." Of the two arterial streets intended to serve north-south movements (California Boulevard and Broadway), only North California Boulevard is reasonably well linked to Interstate 680. North and South Broadway and South California Boulevard all terminate before they reach good freeway access, greatly straining North and South Main Streets which must then supply access to the freeways. As can be seen in Table 3, both North and South Main Streets are operating near capacity.

The worst congestion in the Core Area is found along North Main Street between Pine Street and Interstate 680 and along South Main Street between Broadway Plaza and Lilac Drive. To relieve this congestion, it is essential that traffic be directed to the unused capacity of California Boulevard and Broadway. This plan also proposes that an on-grade connection be made connecting Ygnacio Valley Road to I-680 via a by-pass which will use Civic Drive and then connect up with Parkside Drive where Freeway on-ramps are sought (see Figure 7).

TABLE 3

MAIN STREET

<u>Street</u>	<u>1974 Daily Traffic Volume</u>	<u>Approximate Street Capacity</u>
North Main Street	34,000	37,000
South Main Street	26,000	29,000

RECOMMENDED ROADWAY SYSTEM

The basic concept suggested for the Core Area's circulation utilizes a system which will channel automobile traffic around a central pedestrian-oriented retail area. A great deal of pedestrian activity currently exists there, and this Plan calls for improving the amenities and the pedestrian orientation of this area. These concepts support important policies in the land-use and urban-design elements and are essential to their success.

To achieve a channelization of traffic, provisions must be made to efficiently accommodate automobiles around the periphery of the area. Such provisions must include:

- Minor modifications to roads within the pedestrian area to improve their attractiveness to pedestrians.
- A system of improved north-south arterials through the Core Area on California Blvd. and Broadway.
- A system of east-west arterials through the Core Area.
- An improved freeway access route from Ygnacio Valley to the freeway.
- A system of parking lots located conveniently close to the pedestrian area, but with access from the peripheral arterial streets.

The recommended roadway improvements are listed in Table 4 and are shown on Figure 8.

The recommended roadway improvements are listed in Table 4 and are shown on Figure 8. Peripheral parking lots are discussed in the next section.

To support this system, the recommended roadway improvements include possible street closures or in modifications to enhance pedestrian usage in the Core area and efficient north south connections from Broadway and California to I-680, allowing Main to be deemphasized. Although this Plan strongly emphasizes the need for improved freeway access in the southern Core Area, no precise solution or right-of-way is suggested. Conceptually, it would be desirable to connect both South California and South Broadway to I-680. Within the timeframe of this plan, it is doubtful that both of these roadway extensions can be achieved; however, efforts should be expended to connect at least South California to the freeway. This connection could be accomplished through either the construction of an interchange at Olympic Boulevard or the extension of South California to I-680.

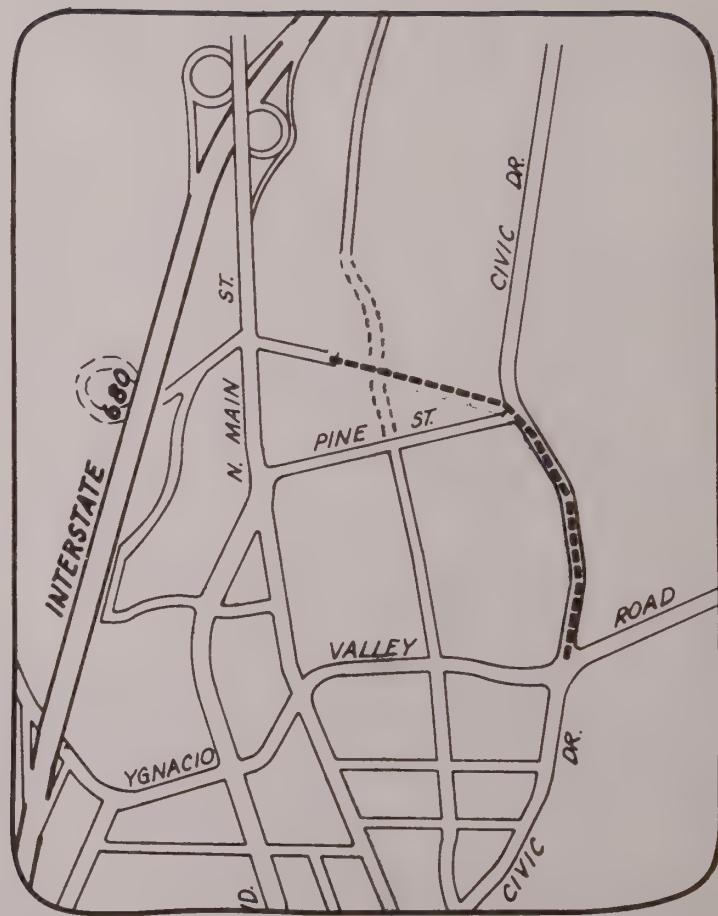
STREET IMPROVEMENTS BEYOND TEN YEARS

Two crucial Core Area transportation problems cannot be solved in the next ten years: Ygnacio Valley Road and inadequate freeway access. To provide for the Core Area's transportation needs beyond the timeframe of this Plan, the following issues must be explored further.

Rerouting Ygnacio Valley Road

As has been discussed, the projected traffic demand for Ygnacio Valley Road simply cannot be accommodated by widening that road. Thus,

in the next ten years, traffic conditions along the road will worsen, and circulation in the Core Area will be severely impaired. While it is unfair for the City of Walnut Creek to be forced to solve this regional problem by itself, the congestion resulting from inadequate capacity in the Ygnacio Valley Corridor occurs only in Walnut Creek.



ROAD ALIGNMENT FOR
YGNACIO VALLEY ROAD BY-PASS

FIGURE 7

TABLE 4. RECOMMENDED ROADWAY IMPROVEMENTS

The following is a list of various improvements desired in the Core Area. No attempt has been made to prioritize these items. Cost estimates and possible funding sources for most of these improvements are listed in the Appendix.

STREET CLOSURES WITHIN PEDESTRIAN AREAS

STREET	DESCRIPTION	WIDTH	COMMENTS
Lincoln Avenue Duncan Street	Close to traffic from Wilson Lane to Main Street		Pedestrian semi-malls
Locust Street Olympic Blvd.	Possible closure to traffic south of Mt. Diablo Blvd. and east of California Boulevard		Pedestrian orientation
Broadway Plaza	Add pedestrian amenities		Semi-mall

NORTH-SOUTH ROADWAY IMPROVEMENTS

North Broadway	Extend from Pine Street to Parkside Drive	4 lanes Undivided	Should connect with Jones Road.
North Broadway	Setbacks along east side from Cypress Avenue to Civic Drive	For 3 lanes northbound	To prevent encroachment in needed right-of-way
Broadway/Calif.	New traffic signal system		
North Broadway	New traffic signals at Lincoln and Cypress Avenues		
South California Boulevard	Widen from Olympic Blvd. to Botelho Street	6 lanes	Include provisions for a landscaped median and left-turn lanes
South California Boulevard	Widen east side from Mt. Diablo-Olympic		

TABLE 4. RECOMMENDED ROADWAY IMPROVEMENTS (CONTD.)

NORTH-SOUTH ROADWAY IMPROVEMENTS (CONTD.)

STREET	DESCRIPTION	WIDTH	COMMENTS
South California Boulevard	Traffic signal at Botelho		
North Main St.	Widen north of Parkside Drive	6 lanes	
Commercial Lane	Straighten		

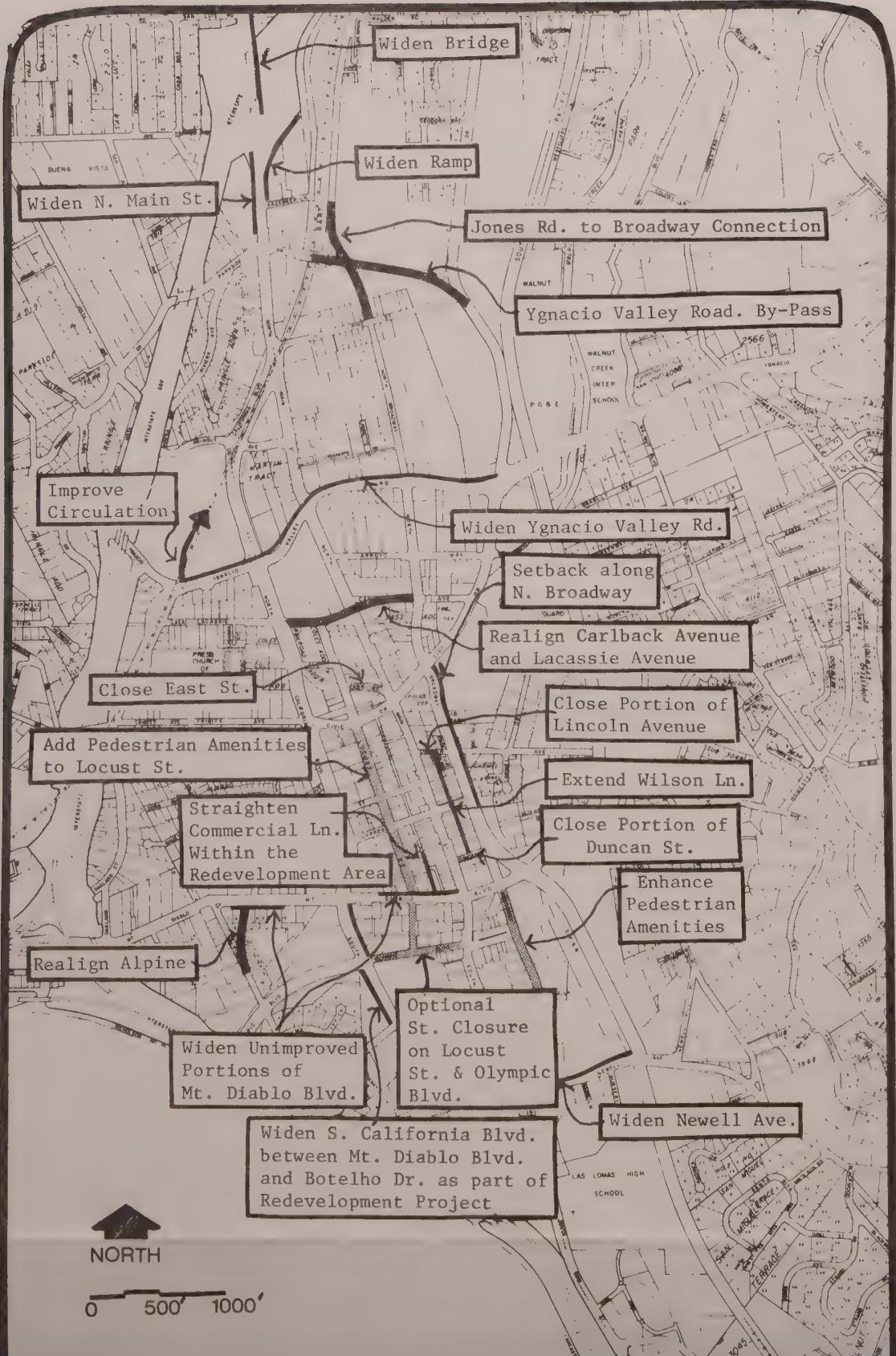
EAST-WEST ROADWAY IMPROVEMENTS

Ygnacio Valley Road	Install northerly connection to I-680 at Parkside.		This is to be an on-grade connection between Civic and Parkside.
Ygnacio Valley Road	From Oakland to Civic, widen and install a new signal system	6 lanes	
Ygnacio Valley Road	Provide transit-only lanes during peak periods		As needed for future transit systems
Mt. Diablo Blvd.	Improve signal system at Boulevard Way		
Mt. Diablo Blvd.	Complete widening of unimproved properties between California Boulevard and Oakland Boulevard	6 lanes	Six moving lanes to be provided during peak periods
Mt. Diablo Blvd.	Widen unimproved properties between Broadway Plaza and California Boulevard	4 lanes plus median turn lanes plus bikeway	
Newell Avenue	Improve signal system at South Main Street		

TABLE 4. RECOMMENDED ROADWAY IMPROVEMENTS (CONT'D.)

EAST-WEST ROADWAY IMPROVEMENTS (CONT'D.)

STREET	DESCRIPTION	WIDTH	COMMENTS
Newell Avenue	Construct right turn on west approach to South Main Street		Kaiser Hospital to construct
Newell Avenue	Widen between Broadway and South Main Street	4 lanes	Scheduled for construction in 1975
IMPROVED FREEWAY ACCESS			
N. Main Street	Widen approach to I-680	2 lanes	Increases on-ramp capacity
Olympic-South California	Pursue with Caltrans approval of new ramps at Olympic or South California/Newell to provide better freeway access to I-680		
OTHER ROADWAY IMPROVEMENTS			
Lacassie-Carback	Realign to intersect at North Main Street as a four-way intersection		Eliminates one traffic signal and corrects a confusing intersection
Alpine Road	Realign to intersect with Mt. Diablo Blvd. opposite Bonanza St.		Eliminates one traffic signal
East Street	Vacate		Serves no useful transportation function
Locust Street	Add pedestrian amenities, including landscaping.		Increases pedestrian circulation



Recommended Street Improvements

FIGURE 8

During the preparation of this Plan, City and Caltrans staff and members of the Planning Commission and Transportation Commission sought to reroute Ygnacio Valley Road around the north end of the Core Area to connect to I-680. Several feasible road alignments were discussed. The one which was selected is shown on Figure 7.

It is essential that the City continues to pursue this route and at an early date adopt a favored alignment. At that point, the City can move more quickly to secure funding sources and revise the affected local streets in this area.

Closing the Ygnacio Valley Road Ramps

If Ygnacio Valley Road is rerouted north of the Core Area, the existing Ygnacio Valley Road ramps should be closed to State Route 24 traffic, although access between Ygnacio Valley Road and Interstate 680 should remain open.

Access to Southern Core Area from I-680

The City should continue to plan for the connection of either South California Boulevard or South Broadway to Interstate 680. Alternative alignments and routes should be analyzed and funding pursued.

Olympic and Newell Avenue Ramps

Caltrans has proposed constructing ramps to Interstate 680 at Olympic Boulevard and closing the Newell Avenue ramps. While the idea may have merit, closing the Newell Avenue ramps could adversely affect Core Area circulation. A thorough analysis is warranted.

Additional Access to Interstate 680

Beyond the time frame of the Plan, additional access to Interstate 680 from the northern portion of the Core Area may be needed.

PARKING

Parking is a vital component of the Core Area's transportation system and should be conveniently located to serve the Core Area's centers of activity. In this plan, it is also located to encourage use of the central Core Area by pedestrians.

EXISTING PARKING CONDITIONS

Walnut Creek's zoning ordinance requires developers to provide individual off-street parking lots, typically at a ratio of one parking space for every 250 square feet of office floor space. While this requirement has usually resulted in enough parking for new uses, it has also caused a proliferation of small parking lots and has invited shoppers to drive from store to store. To encourage more efficient grouping of parking spaces, the City has recently given developers located in a parking assessment district the option of paying an "in-lieu" fee equivalent to the cost of one space in a parking garage.

The location and size of major public parking facilities serving the Core Area are shown on FIGURE 9. In Municipal lots, short-time limits favor shoppers over employees. Curb parking is also provided along virtually every Core Area street. In general, curb parking also has short-time limits and favors shoppers although some areas have longer or no time limits and serve employees.

Spaces in municipal lots are now heavily used, particularly the all-day spaces. Curb parking is well used in some areas, but only lightly used in others. Areas of heavy use include the BART Station, the Main-Locust area, and the Kaiser Hospital area, where there are parking deficiencies. All three areas contribute to heavy parking in nearby residential districts. The new South Broadway Garage may somewhat relieve the problem in the Mt. Pisgah area while Kaiser's new parking structure should relieve the problem in the southern Core Area.

RECOMMENDED PARKING PLAN

The parking "system" proposed for the Core Area consists of parking requirements; public parking lots; areas where parking should be consolidated and a parking management plan. Five policies have guided the development of a coordinated parking system.

1. Major parking facilities should be established on the periphery of the Central Core Area.
2. The lower floors of parking structures should be designated for short-term parking.
3. If curb parking is removed from arterial streets, off-street replacement parking should be provided.
4. The zoning ordinance should allow in-lieu fees to be substituted for a portion of on-site parking requirements and may consider reduced requirements for areas serviced by public transit, such as those near the BART Station and along the shuttle-bus route.

5. Surface parking should be assembled in some areas to minimize the total area devoted to parking.

Joint Parking Areas

Joint parking facilities for a number of businesses are often appropriate in downtown business areas, where they can minimize disruption of street frontage, provide improved access to parking, and promote a more efficient use of the parking by businesses with different parking needs.

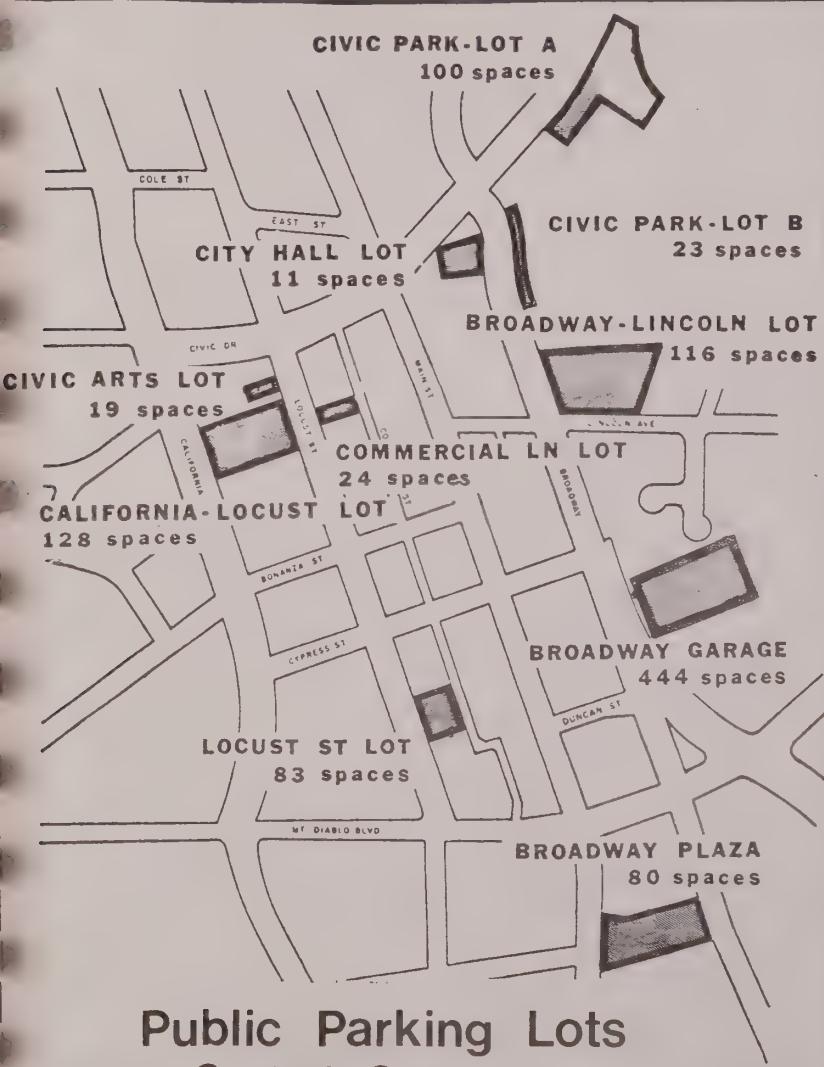
Specific areas where joint parking facilities are required are shown in Figure 10. The map does not indicate, however, precisely where the parking should be located. More detailed planning studies are needed for that decision.

Parking Management Plan

Regulations recently promulgated by the Federal Environmental Protection Agency require that local and regional agencies prepare a Parking Management Plan to reduce auto traffic by managing the parking supply. While Walnut Creek should develop its own plan to ensure that its needs are considered, the Plan must also be coordinated with the regional Parking Management Plan now being developed by the Metropolitan Transportation Commission.

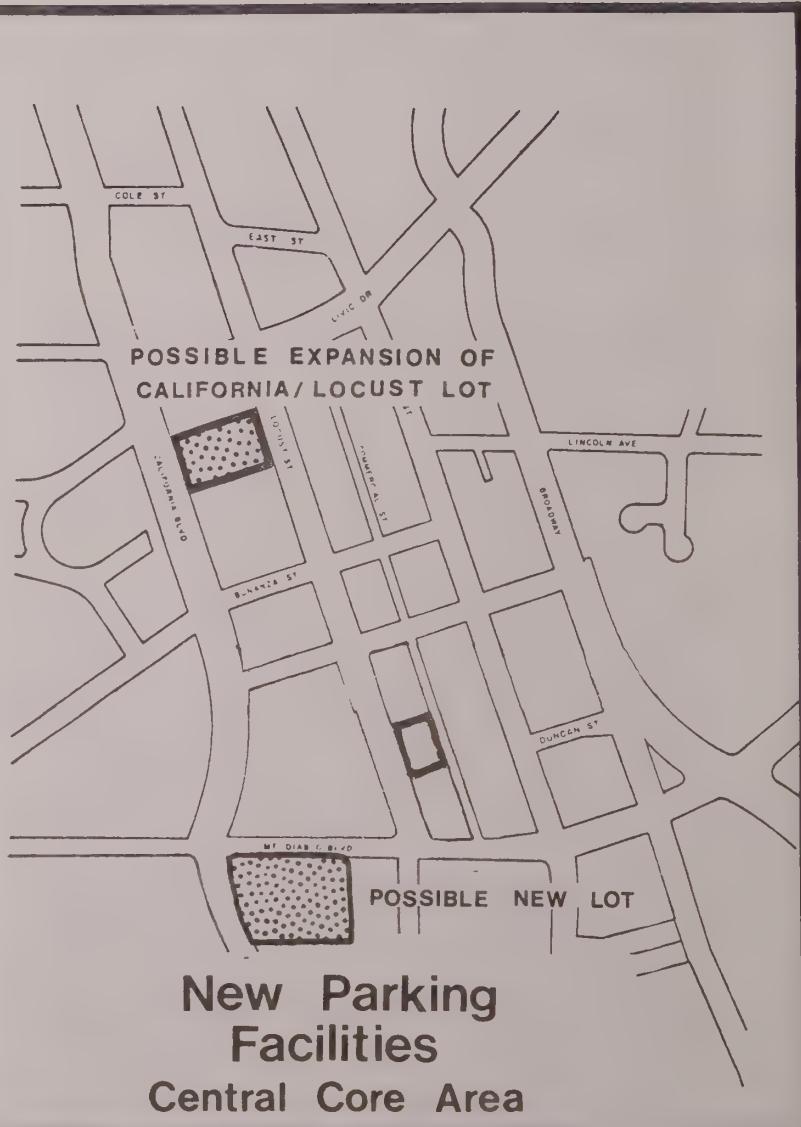
MASS TRANSIT

Public mass transit will play an increasingly important role in supplying the transportation demands of the Core Area. It must, in fact,



Public Parking Lots
Central Core Area

FIGURE 9



New Parking Facilities
Central Core Area

FIGURE 10

be provided if the travel needs in the Core Area are to be satisfied. Nonetheless, the private automobile will remain the predominant mode of transportation in this area for the foreseeable future.

This part of the transportation element presents a public transit system that for some trips will offer a level of service competitive with the private auto. If energy shortages and public policy continue to discourage auto use, public mass transportation alternatives may become even more attractive.

EXISTING MASS TRANSIT

The Core Area is now served by five different mass transit services and routes.

By far the most important is the BART system, which links the Walnut Creek Station to locations throughout Contra Costa, Alameda, and San Francisco Counties. The Walnut Creek BART Station is now primarily used by commuters traveling from Walnut Creek to San Francisco and Oakland. Substantial development in the Core Area could, however, produce a significant reverse commute.

The Alamo-Danville Express-Bus System is run by BART, by contract with AC Transit. It connects areas south of Walnut Creek to the Walnut Creek BART Station. As a part of that service, the Core Area is served by a stop on South Main Street at Newell Avenue.

Walnut Creek's own downtown shuttle-bus system, started in December, 1974, links the BART Station with the major activity centers of the Core Area. When the full system has been in operation for a few months, daily patronage is expected to approach 1,000 trips.

Finally, several private housing developments supply shuttle buses to the BART Station for their residents. Rossmoor operates by far the most extensive service, operating routes to both the Core Area and the BART Station.

RECOMMENDED MASS TRANSIT SYSTEM

This element presents four recommendations for improving mass transportation in the Core Area.

Multi-Modal Transit Terminal

The BART Multi-Modal Transportation Terminal Plan recommended that the Walnut Creek BART Station serve as the major public transportation terminal in the Core Area. The plan suggested that all other public transit routes in the Core Area stop there and that the Station be designed so convenient transfers can be made. Implementing the plan's recommendations will also increase the accessibility of the station to autos and improve the transit circulation on-site.

Shuttle-Bus System

The Shuttle-Bus System now serves only transportation needs within the Core Area itself. The system should be extended to multifamily areas adjacent to the Core Area to bring shoppers and employees downtown.

Area-Wide Transit System

Only the establishment of an area-wide public transit system in central Contra Costa County will make the Core Area accessible from a large area and provide alternative transpor-

tation to many potential shoppers and workers. Implementing a comprehensive public transit system is essential to realizing the full potential for mass transit service to the Core Area.

Services to Users

The attractiveness of public transportation can be greatly increased by coordinating routes, schedules, and fares, and by providing simple transfer arrangements. Such amenities as benches and shelters also tend to make public transportation more inviting.

LOADING

One of the important functions of a roadway system is to convey goods, as well as people, to stores and shops. Often, only inadequate facilities for loading and unloading goods are available, and trucks must load on the street, snarling traffic and increasing congestion.

Further, if some streets are to be closed for pedestrian malls, alternative provision for deliveries must be included. This part of the Plan is directed toward the central pedestrian area and has recommended off-street loading facilities where feasible and, if not, has designated on-street loading areas.

EXISTING LOADING FACILITIES

Goods loading in the Core Area is now accomplished both on- and off-street. The only major off-street loading facility is Commercial Lane, which runs from Civic Drive to Mt. Diablo Boulevard and supplies convenient loading to the rear of businesses along Main Street and Locust Street.

Loading in the Broadway Shopping area is also accomplished primarily off-street, and Wilson Lane runs at the rear of some shops between Broadway and Main Street. Loading along the west side of Locust Street, however, is primarily done at the curb.

LOADING SYSTEM RECOMMENDATIONS

If the Core Area is to have efficient delivery service, new developments must be required to provide on-site loading facilities where feasible. In addition, the City should create new loading alleys similar to Commercial Lane. This Plan shows two improvements, in particular.

Commercial Lane

Straighten Commercial Lane north of Mt. Diablo Boulevard to eliminate the existing jog. The possibility of making Commercial Lane a one-way street should also be studied. The urban design element discusses the desire to make Commercial Lane more attractive for pedestrians, but these improvements should not affect the use of this alley for loading activities.

Wilson Lane

Extend Wilson Lane from Lincoln Avenue to Duncan Street to provide a convenient rear loading alley for business on Main Street and North Broadway.

BIKEWAYS

Bicycling has become a popular form of transportation and recreation in Walnut Creek. While most bicycle riding takes place in residential areas, bicycle riders of all ages are common in the Core Area. Bicycling is the most efficient way to travel from place to place; and, as energy becomes scarce, its use should be encouraged.

The goal of this section of the Transportation Element is to encourage bicycling as a viable transportation mode by establishing a City-wide network of bikeways.

EXISTING BIKEWAY

There is now only one designated bikeway in the Core Area--a striped bikeway in the North California Boulevard right-of-way from Olympic Boulevard to Pringle Avenue.

RECOMMENDED BIKEWAY SYSTEM

The provision of well-designed bikeways and bike racks can encourage bike use and promote bike safety. On some Core Area Streets, such as California Boulevard, a designation can be provided between the moving traffic lanes and the curb parking lane.

On most Core Area streets, however, providing a striped bikeway would mean removing curb parking on at least one side of the street. At the same time, there are relatively few bike riders on any one Core Area route. Therefore, this plan designates only one additional east-west, on-street bikeway.

This route would connect Olympic Boulevard with the Southern Pacific right-of-way via the extension of Olympic Boulevard to Mt. Diablo Boulevard, then along Mt. Diablo Boulevard to the Southern Pacific right-of-way.

This bikeway will provide a necessary east-west link through the Core Area connecting the proposed regional route along the Southern Pacific right-of-way with a bikeway along Olympic Boulevard to Tice Valley in Lafayette. Most of this pathway can be striped as a bicycle path. This route is shown on the Contra Costa County Bikeway Plan and on East Bay Regional Park District's Master Plan.

The Plan also designated two off-street bikeways. One route is shown along the Southern Pacific Railroad right-of-way on the east edge of the Core Area to furnish level access to the east side of the Core Area from areas to the north and south. This route would require the approval of Southern Pacific and would present crossing problems at Ygnacio Valley Road and Mt. Diablo Boulevard. The benefits of this major north-south bikeway, however, outweigh the possible problems. This route is also on the County's bikeway plan.

A second off-street bike route is designated along Ygnacio Valley Road from Civic Drive to Oakland Boulevard. When the road is widened to six lanes, 10-foot wide sidewalks are

planned and these should be designated as joint pedestrian paths-bikeways. This link in the bikeway system will provide an important access to the BART Station.

PEDESTRIAN ACCESS FROM BART

The typical newcomer to the Walnut Creek area is usually totally disoriented when attempting to get from the BART Station to some downtown location. Since several hundred people p-r day venture by foot from the BART platform toward both California Boulevard and Ygnacio Valley Road, improved signing and pedestrian amenities should be considered. Specific recommendations include: (a) placing a large-scale City and downtown map in the plaza area of the BART Station; (b) adding directional signing for people exiting the BART Station to guide them toward the central retail shopping area; (c) at the shopping areas, include a "directory" map of stores; (d) the sidewalk system running along California Boulevard between the BART Station and the Mt. Diablo Redevelopment Area should be completed at an early date; (e) complete planting of street trees for shade protection; and (f) install occasional benches along California Boulevard and other streets.



URBAN DESIGN ELEMENT

Good urban design can create a city that is easy to understand, pleasant to be in, and economically viable. To do this, this element does not establish rigid rules for designing structures, but rather sets up general principles within which considerable latitude remains. Like the other elements of this plan, its recommendations are integrated with both circulation and land use considerations.

CORE AREA FEATURES

TOPOGRAPHY

The Core Area's most distinguishing natural characteristic is its location on the floor of the Diablo Valley, bounded by ridges on the south, east, and west. While Main Street's elevation is approximately 150 feet, Acalanes Ridge to the west, Shell Ridge to the east, and Las Trampas Ridge to the south climb to over 300 feet as can be seen in the topographic map. The three ridges and Mt. Diablo, rising to the east beyond Shell Ridge, are all prominently visible from portions of the Core Area and give visitors a distinct sense that the downtown is nestled in a valley floor. Particularly important are the views of Mt. Diablo, for Mt. Diablo is felt by many to be the central County's most important symbol.

MAN-MADE FEATURES

Core Area Image

One of the Core Area's failings is that it has very little character. Highly developed areas are intermixed with scattered vacant lots.

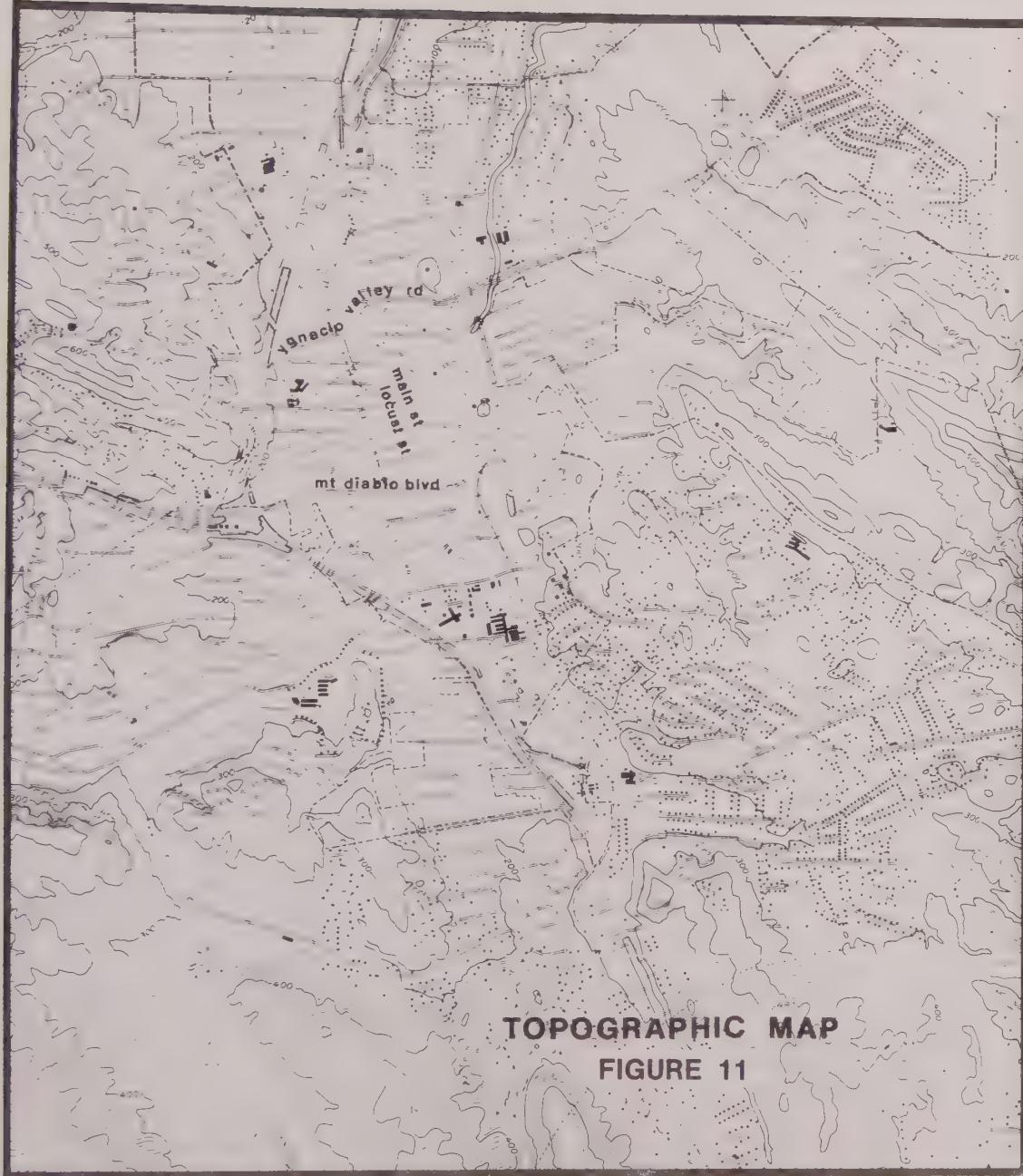
Entries to the Core Area are ill defined; cluttered with signs and overhead wires and driveways; have little landscaping; and provide few views of major Core Area destinations. Visitors can drive along South Main Street and scarcely be aware of the Broadway Plaza Shopping Center. Streets curve in confusing directions; few large street signs direct travelers to their destinations or even tell them what street they are on. Only the Main Street and Broadway Plaza areas have a uniform scale or type of development. Even though most of the buildings are only two to four stories high, they lack detailing and are uninteresting.

Pedestrian Areas

With the exception of part of North Main Street, there are few places where pedestrians are encouraged or even protected from the noise and smell of automobiles. Traffic flow is continuous, and innumerable parking lots cause the streetscape to be broken and interrupted.

While the City has planted numerous street trees, they are not yet big enough to soften the expanse of asphalt or to provide much shade from the sun. Furthermore, the 33 different species that are planted in the Core Area give the trees a fairly random pattern.

All these attributes discourage night use of the Core Area by pedestrians. Nighttime activity places, such as the roller rink, movie theaters, and restaurants, are dispersed and have no strong pedestrian linkages between them. Even the night lighting in the Core Area is predominantly auto oriented. The fixtures are high and the lighting is bright.



All this is not to mean that the Core Area has no positive design attributes. Civic Park is available as a large outdoor area. Many large native oak trees and certain older buildings, such as the Walnut Creek Meat Shop, add character and a sense of history to the area. Viable residential neighborhoods provide variety and contrast.

Walnut Creek also has a number of features which could potentially provide strong pedestrian amenities. San Ramon Creek, south of Newell Avenue, could be developed into a pleasant pedestrian path leading to the Creekside area. Small streets could be modified to create areas enjoyable for pedestrians.

The area's potential for truly attractive design is elaborated in the plans which follow. Their implementation will serve to preserve the positive features of the Core Area while improving the less positive.

URBAN DESIGN GOALS

The urban design proposals for the Core Area have generally been devised to fulfill three major urban design goals. These goals are the following:

1. To create a pattern of development that will enhance the character of the Core Area and create a sense of purpose and a means of orientation.
2. To create districts within the Core Area that are safe, interesting, and attractive for pedestrians.

3. To preserve resources within the Core Area that provide a sense of nature and continuity with the past and to conserve viable residential neighborhoods.

Many of the urban design principles that follow explain how building form and height, City entries, the view from the road, and views from Mt. Diablo Boulevard and other points can help create a strong image for Walnut Creek. Other principles explain how the attractiveness of an area for pedestrians can be increased. Finally, the plans given later include height plans to regulate City form and show how pedestrian amenities, such as trees and aggregated parking, may encourage people to walk in the downtown area and to enjoy being there.

This element does not, however, include all the urban design features which should be implemented in the Core Area. For instance, plans for street signs and transit stops, sun and rain shelters, and street furniture are needed to give the Core Area a coherent overall design. The principles and plans that follow, however, establish a framework for obtaining a coherent pattern and impression in the Core Area.

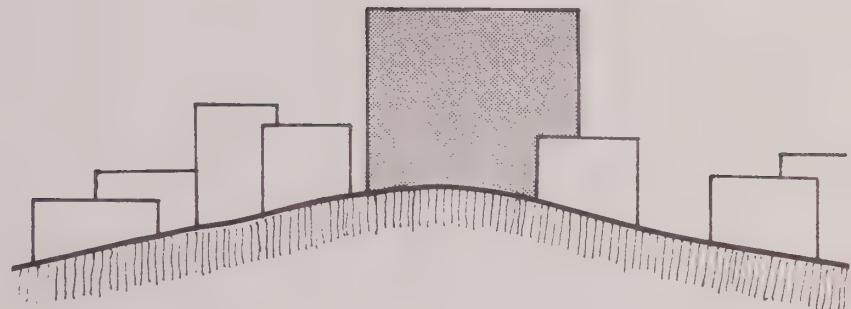
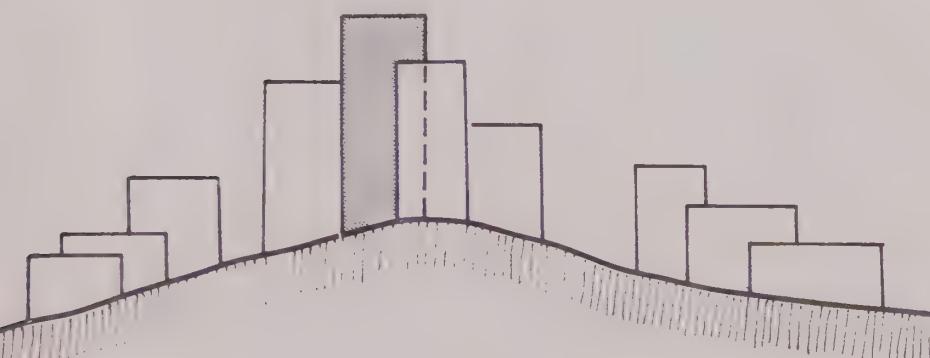
URBAN DESIGN PRINCIPLES

These principles are general concepts which can be used by both the City and private developers to design projects which will contribute to the character and attractiveness of the Core Area.

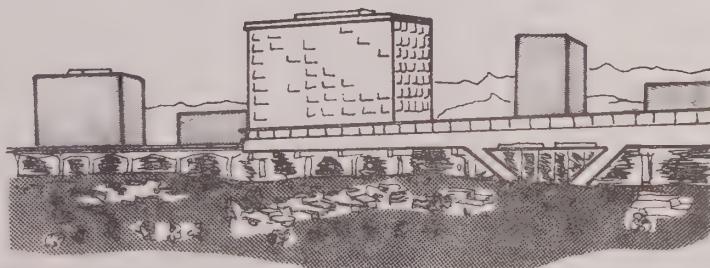
URBAN DESIGN PRINCIPLES THAT CAN GIVE THE CORE AREA A STRONG IMAGE

Building Form and Height

1. Building shapes which are related to the City's topography can emphasize the City's form and reinforce its suburban sense. Tall, slender buildings near the top of a hill and low small buildings on its slope repeat the shape of the hill, allow clear views down the street, and maintain the ability to see up and down the valley. Conversely, extremely massive or bulky buildings on or near hills can overwhelm the natural land forms and severely restrict the views from above.



2. When taller buildings are clustered at important activity centers, such as major transit stations, their height expresses the importance of these centers and gives a clear visual identity to the area.



3. Major public buildings are appropriate in highly visible settings and may have unique building forms.
4. Highly visible buildings which are light-toned in color will blend better with existing development than will dark-toned buildings.
5. Buildings should be designed to mesh with the character and scale of surrounding buildings rather than to create a strong contrast. Areas of low, small buildings and areas of high, large buildings can blend pleasantly if building height and size gradually increase between the two areas.
6. A bulky building creates the most disruption when its height exceeds that of adjacent buildings. If a building of over three stories is stepped back from the street, however, its dominance will be minimized.

Entries to the City

1. When major entries to a district such as the Core Area are attractive, are clearly defined, and provide a strong sense of direction, they contribute to a strong downtown appearance.



ENTRY SIGN IN LANDSCAPE MEDIAN STRIP

2. Views from entries to the City that reveal major destinations or that overlook important areas of the City can assist a traveler in orienting himself.

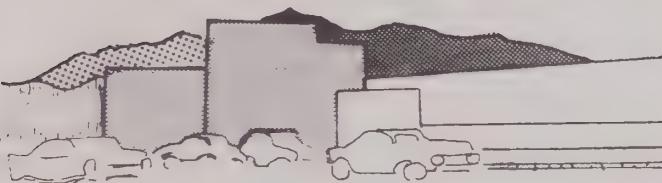
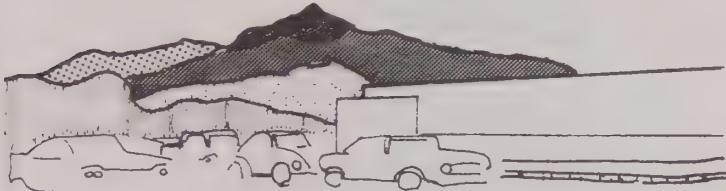
The Driver's View

1. The pattern of major and minor streets can be made more obvious to drivers if the landscaping and lighting of major streets is different from that of local streets.
2. The width of intersecting streets, the information displayed on street signs, and the type and location of traffic signals also indicate the function and relative importance of streets.
3. Wide streets with low and/or scattered buildings or parking lots next to the street are poorly defined and create an image of disorder in the City.

Views in the Core Area

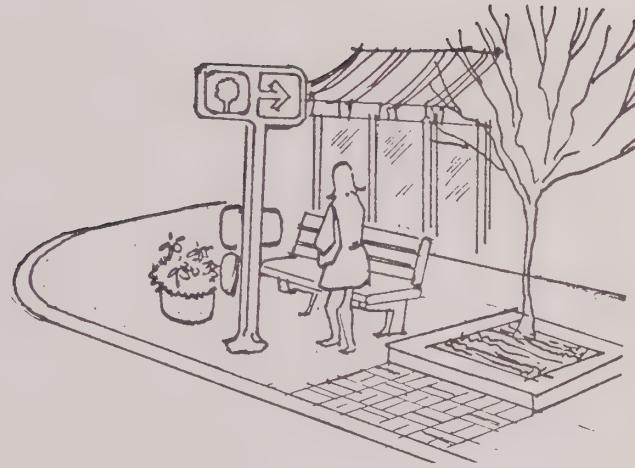
1. The views from streets can orient visitors to the Core Area.

2. Blocking of especially pleasing or dramatic views of Mt. Diablo and the ridges can destroy an important part of the Core Area's setting and quality.



Other Features that Strengthen City Form

1. The City's overall character can be strengthened and enhanced by large-scale planting on certain streets and open spaces.
2. Distinctive light fixtures and quality of light can enhance the identity of important shopping streets, such as Broadway Plaza, North Main, and Locust.
3. Transit routes, stops, and transfer points can be more easily understood and remembered if they are distinctively identified by signs, landscaping, lighting and benches.

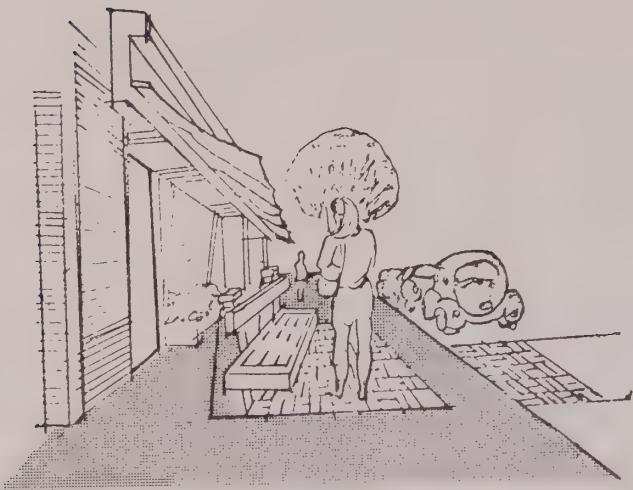


4. Signs should be consistent with the architectural style of the buildings to which they are attached.
5. Undergrounding overhead wires and removing utility poles clearly enhance the appearance of streets.

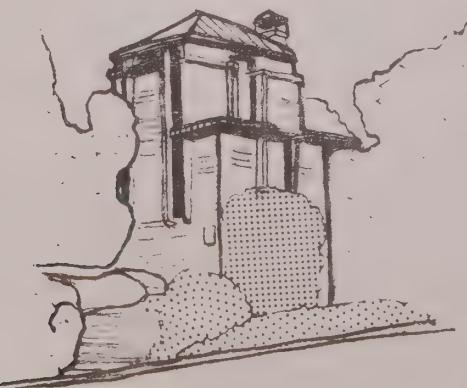
URBAN DESIGN PRINCIPLES THAT CAN CREATE PEDESTRIAN DISTRICTS IN THE CORE AREA

Pedestrian Scale and Interest

1. Activities at ground level in buildings next to pedestrian paths create street life and enhance pedestrian experiences. Stores contribute both interest and activity to the streets of downtown shopping areas and are the principal generators of street life. In contrast, office lobbies usually lack interest for the passerby, and they can detract from a good shopping environment.



2. Interesting details in buildings add to the appeal of the street for pedestrians. Pedestrian scale can be achieved at the ground floor of large, high buildings by the use of arcades and by ground floor setbacks to allow for landscaping, fountains, sculpture, kiosks, and sitting areas.



3. Interesting details in the design of street furniture (benches, light poles, etc.), paving, and other features in pedestrian areas can increase the character of the streets. Small sitting areas next to stores also make an attractive addition.

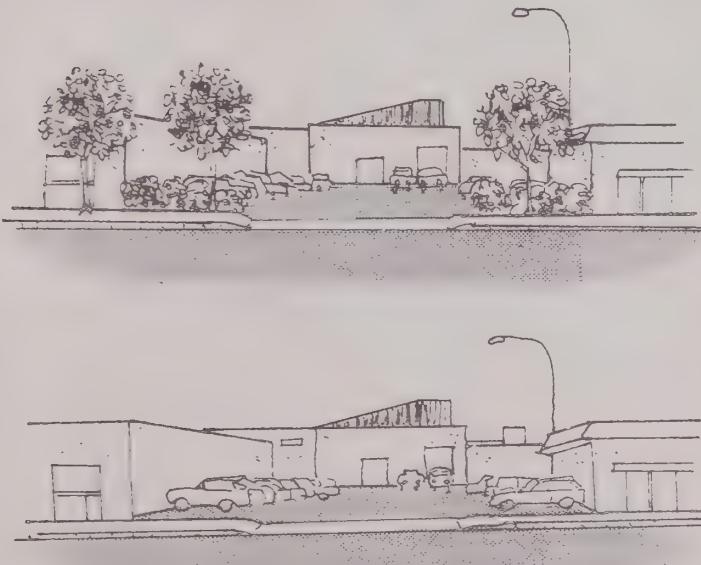
4. Street trees and landscaping tend to encourage pedestrian use of streets.

5. Wide, generous, and landscaped sidewalks provide opportunities for outdoor recreation and for pedestrian comfort. In intensive shopping areas, wide sidewalks allow free pedestrian movement and provide room for benches for resting and shelters for transit patrons.

6. Alleys and narrow streets such as Commercial Lane can be used for pedestrians if treated with plants and special paving and if retail activities are oriented toward them.



7. Open, unlandscaped parking areas are dull and unattractive and generally have a deleterious effect upon their surroundings. Placing the parking behind the building, under the building or in an inside court avoids the negative effects of an exposed parking lot. Substantial landscaping can also create visual interest.



8. Parking garages lack interest if long rows of doors, blank walls, or exposed vehicles are visible. Including stores at ground level maintains pedestrian activities on what would otherwise be a sterile street frontage. A basement garage one-half level down also brings the building closer to street level and increases interest for pedestrians.

Protection from Traffic

1. Fast and heavy traffic on streets generates irritating dirt and noise and makes them unattractive to pedestrians.
2. Pedestrians and vehicles can be separated by being placed on different levels or by prohibiting traffic from certain streets, thus contributing to the comfort and safety of pedestrians.
3. Intensive landscaping, walls and other screening can insulate pedestrian areas from the unpleasant effects of heavily used roads.

Sun, Shade, and Rain

1. Because of Walnut Creek's hot summer climate and cool winters, pedestrian areas need continuous or nearly continuous sun protection during the summer months and rain protection during the winter months.
2. Buildings may protect adjacent pedestrian areas from the weather. In particular, arcades or ground-floor setbacks provide covered access to shopping and businesses and greatly enhance pedestrian comfort in inclement weather.
3. A building's size, shape and location determine the amount of natural light it allows to reach the street. Buildings should be sited so that their shadows do not cover plazas and sitting areas.

Architectural Barriers

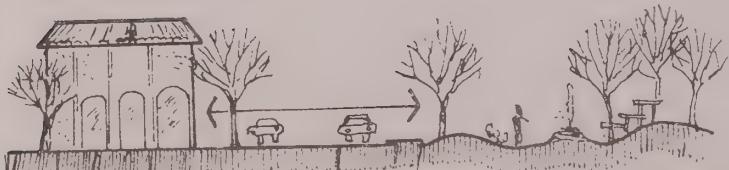
1. Pedestrian areas will tend to attract elderly and handicapped shoppers who cannot travel by automobile. Architectural barriers, curbs, and other

structures often prevent such people from travelling comfortably on public streets. All public buildings, streets, and sidewalks should be designed to allow easy access by people with limited mobility.

URBAN DESIGN PRINCIPLES THAT CAN PRESERVE RESOURCES IN THE CORE AREA

Sense of Nature

1. Highly visible open space, such as Civic Park, represents a refreshing contrast to intensive urban development and indicates the presence of a nearby recreation area. Trees also greatly enhance the comfort and pleasure of urban areas.
2. Strong and organized development across the street from parks creates a contrast between the two and makes the street between them a pleasing place to be. Disorganized development adjacent to parks neither complements nor effectively contrasts with the park edge.



3. A long, high building adjacent to a park blocks views and destroys the sense of open space from neighboring areas. However, buildings perpendicular to the edge of the park occupy less frontage and permit more views. Allowing the street grid to penetrate the buildings also provides views to the open space.

Continuity With the Past

1. Commercial remodeling which respects the existing scale of buildings and preserves the character and identity of the building can maintain the sense of the past in the Core Area.



Residential Uses

1. The livability, comfort, and character of residential areas are greatly enhanced by trees, more so than by any other single element. Using appropriate plants and carefully designing landscaping and open space areas contributes to a neighborhood's identity and improves its environmental quality.



2. Landscaping can screen residences from commercial or industrial activities and reduce the glare of light, gas stations, and parking lots.

3. Extremely wide streets in residential areas devote excessive space to the automobile at the expense of pedestrians and encourage speeding, creating a safety hazard as well.

4. Fast and heavy traffic on residential streets makes them unattractive for pedestrians and presents serious safety hazards to the neighborhood residents. Through traffic can be reduced by techniques such as narrowing of streets or intersections, landscaping, diversion of traffic, and closing of streets.

USING THE URBAN DESIGN PRINCIPLES

The three sections of the Urban Design Element that follow present specific plans that apply the urban design principles to downtown Walnut Creek. The first section implements many of the principles concerned with the Core Area's image through a height and bulk plan and an entry plan. For example, the principles state that high-rise buildings can enhance the City's image by emphasizing the Core Area's natural topography, indicating the location of important activity centers and either allowing for or framing important views. Therefore, to implement these concepts, the height and bulk plan places high buildings on high points, near activity centers, and outside important view corridors. To implement other principles, it also recommends specific bulk guidelines to minimize the visual disruption when buildings are both high and bulky.

Similarly, the first section presents a specific City entry plan that implements the principles about entries, showing where the entries are located and how they should be defined. These plans also integrate many of the principles; the height limit plan, for instance, protects two views from important City entries.

The last two sections of this element implement many of the principles relating to pedestrian areas and to a sense of nature. The pedestrian section indicates what part of the downtown should be pedestrian

oriented and recommends a specific street closure plan to remove traffic from the pedestrian area. It also presents specific standards for removing architectural barriers. The last section includes a street tree plan to increase the sense of nature in the area.

Finally, some of the principles are implemented in other elements of this plan, while the implementation of still others will be completed at a later date. For example, the Land Use Element recommends that offices not be allowed on the ground floor in the pedestrian area. Principles which are not proposed to be implemented include those that preserve the City's residential areas; retain historic buildings; and control the design of street furniture. These will be completed in the future.

CORE AREA IMAGE

The following sections of the Plan propose some specific policies and controls that can improve the Core Area's image. They include—most importantly—bulk guidelines and height limits for new development and a plan for improving the entries to the Core Area.

HEIGHT LIMITS AND BULK GUIDELINES

Height Limits

Besides improving the appearance of the Core Area, height limits are one way to control the intensity of development. High rise—or high intensity uses—should be located only where the proposed land

use and the transportation system's capacity are appropriate. Allowing high buildings to be built anywhere in the Core Area would not only disrupt the area's form but also place buildings in places where the street system is inadequate or where they might be inappropriate to the surrounding land use.

The upper range of a height limit will only be permitted when a project demonstrates that the building is of exceptional design and the project provides ground level pedestrian amenities

Six criteria were used in selecting areas appropriate for high-rise buildings:

The Core Area's Topography

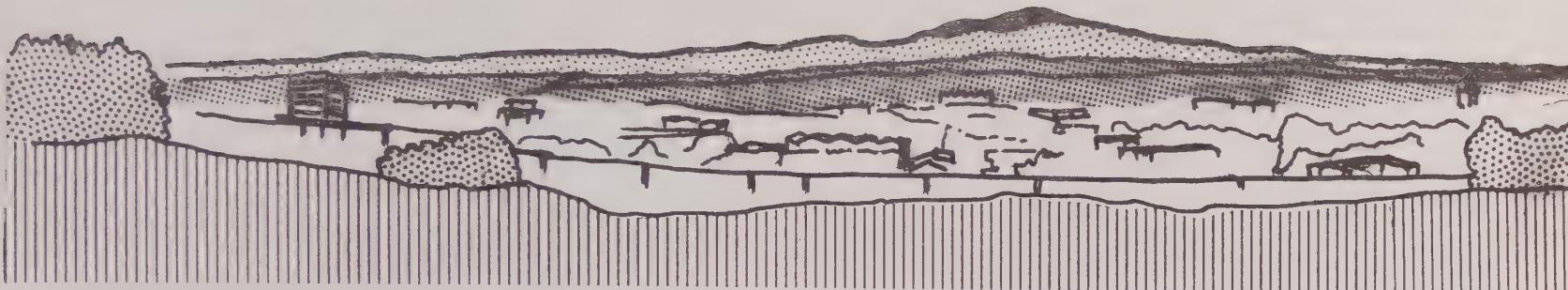
Higher buildings are more suitable on higher land near the edge of the Core Area, where they will reinforce the relationship between the valley floor and the hills around it. In these locations, the hills and freeway will also act as backdrops to any new high-rise buildings, thus reducing the apparent difference in height between the new high-rise buildings and the older shorter buildings thereby lessening the impact of the new buildings.

The Location of Important Activity Centers

High-rise buildings are appropriate near important activity centers such as the BART Station.

View Corridors

Walnut Creek's Core Area is fortunate to have, from within, striking views of hills, ridges, and Mt. Diablo. These views make apparent the unique physical setting of the Core Area and are a key part of the Core Area's image and identity. Thus, height limits and view corridors have been designed to protect three



significant views (shown on the following map): the view of Mt. Diablo from Mt. Diablo Blvd.; the view downtown and to Shell Ridge from the BART platform; and the entry view into the Core Area from Newell Avenue. These locations were chosen because of the magnificence of their views and the large number of people who travel by them each day.

Similarly, many people who live outside the Core Area value their views into the Core Area and beyond to Mt. Diablo. As can be seen in the sketch above, most people living in the hill areas west of the downtown will not have their views obstructed by high-rise buildings in the Core Area.

Land Use

High-rise buildings are shown only in areas proposed for commercial use and mixed residential and commercial use.

Existing Scale of Development

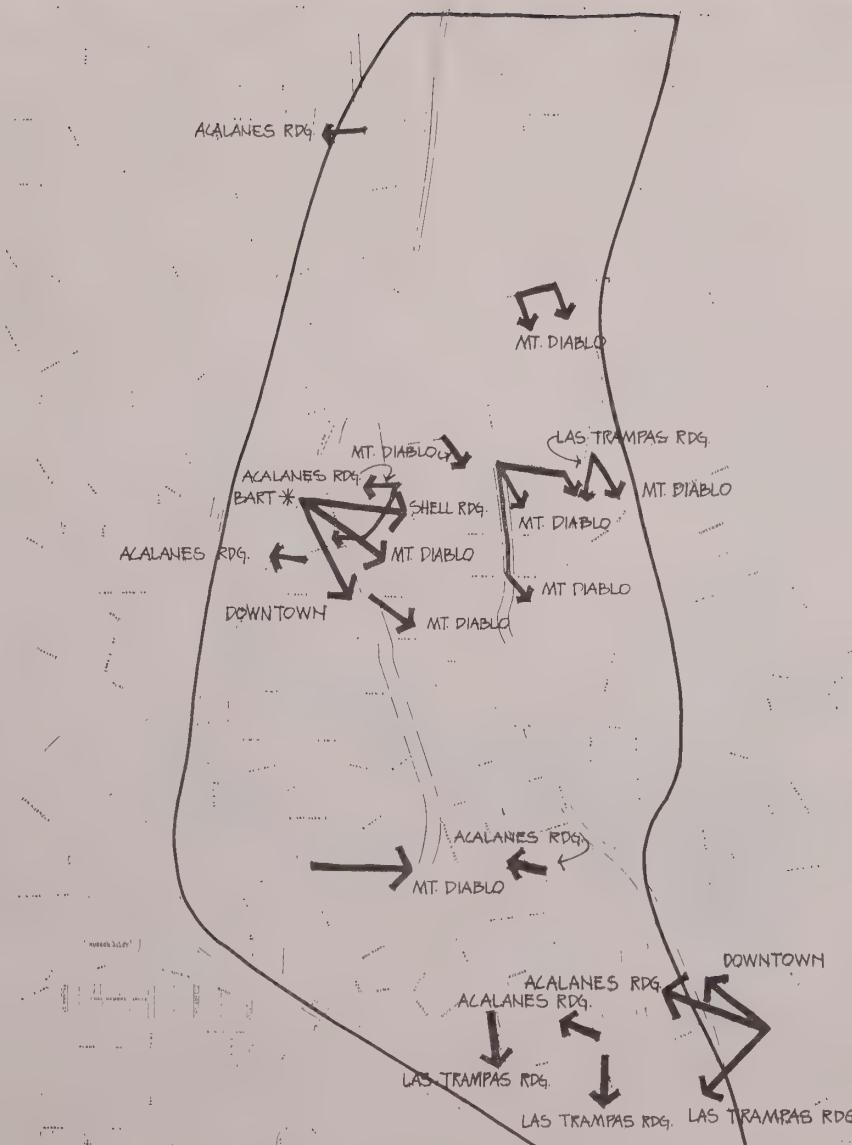
In some areas, notably the Main-Locust area and Broadway Plaza, the existing height and scale of development is well established. In those areas, the height limits attempt to maintain the same type of development.

Transportation Capacity

High-rise buildings are proposed only where some additional circulation capacity exists, such as around the BART Station. Generally, there is no street capacity in the northern part of the Core Area which relies on Ygnacio Valley Road.

Using these criteria, this Plan allows high or medium-rise buildings at a variety of locations in the Core Area (see following map). The heights are to serve as guidelines to control how high buildings should be at specific locations. The exact limits will be developed as part of zoning ordinances which will be prepared following adoption of this Plan. The areas shown on the map for medium- or high-rise uses are as follows:

North and east of the BART Station: 10-story maximum. This area is perhaps the most appropriate in Walnut Creek for high-rise buildings. It is on the high point located near an important activity center, does not block any views, can utilize the transit provided by BART, and already includes one 10-story building.



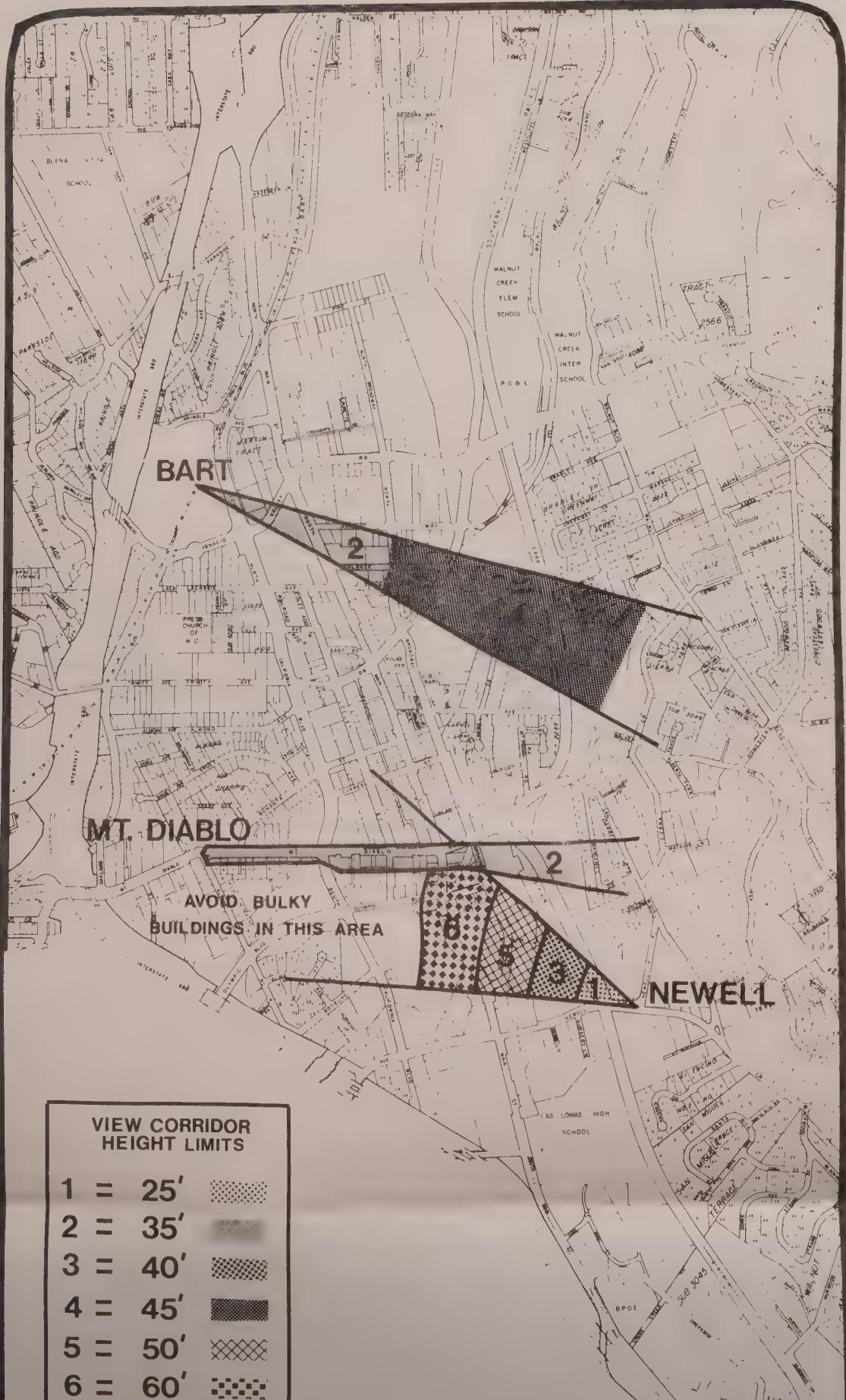
CORE AREA VIEWS

LEGEND

- SIGNIFICANT VIEW
- SECONDARY VIEW

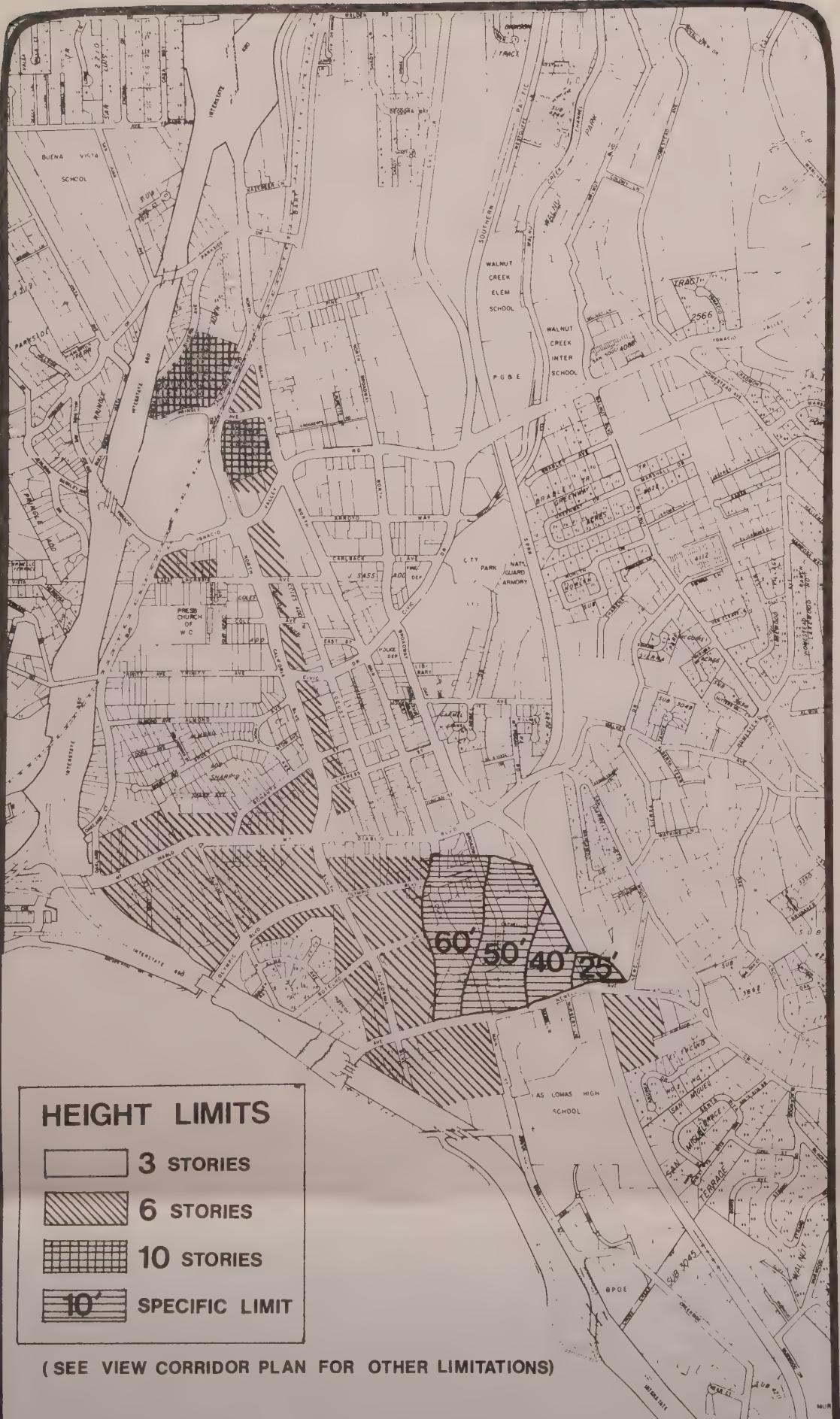


FIGURE 12



View Corridor Plan

FIGURE 13



Height Limits

FIGURE 14

A group of high buildings around the Station will create an important focal point in Walnut Creek.

Mt. Diablo Boulevard-Alpine Road:

6-story maximum. This area is on a high point and has good freeway access and excess street capacity. Only 6 stories are allowed here because of the existing small scale of development and the desire to control the intensity of development in this area.

Kaiser Hospital Site: 6-story maximum. This site is an important activity center, already contains a five-story hospital tower and is near the Security National Bank Building.

Medium-Rise Areas. Buildings of up to six stories are also permitted in these areas which are generally adjacent to the high-rise areas, except for a strip along the east side of California Boulevard. Buildings of six stories here will complement the scale of existing development, provide a transition between existing development and the high-rise areas and support the activity centers adjacent to them.

Bulk Guidelines

Almost as important as the height of buildings is the bulk of buildings. Bulk depends upon two features: the amount of wall space that is visible and the degree to which the building extends above nearby development. The greater the amount of wall space that is visible, the bulkier the building will seem. The higher a building is than adjacent development, the more visible it becomes, and thus the larger it appears.

When a building is higher than adjacent development, the top portion of the building breaks the skyline and therefore is the most visible portion of the building.

In order to reduce the impact of taller buildings, to assure that their scale will fit that of Walnut Creek, and to assure that the taller buildings will not overwhelm or dominate the skyline, bulk guidelines should be incorporated into the design of 3-story buildings. Those guidelines illustrated in Figure are intended to guide, not specifically limit, the bulk of buildings. Each building should be viewed individually as to its location and visibility.

As a general rule that portion of a building's principal elevation which is above the third story (35') level should not be longer than 100'. The secondary elevation should be somewhat less than 100' to reduce the square box impression.

Bulk can best be elevated by comparing the length of the principal face of a building to the length of the maximum diagonal plan dimension. When these are in a ratio of approximately 1 to 1-1/2, a rectangular building is achieved. Such a building will have proportion which are relatively balanced. As the principal plan dimension goes beyond 100', the bulk, character and appearance of a building tends to be less in keeping with the suburban setting of Walnut Creek.

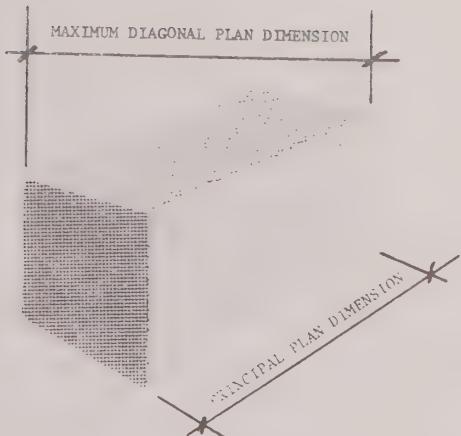
The sketches that follow illustrate maximum "building envelopes" based on the following bulk guidelines and on the height limits. They are applied to the Fidelity Savings and Security National Bank Buildings. As can be seen, the Security National Bank Building

better fits the bulk guidelines and height limits than does the Fidelity Savings building.

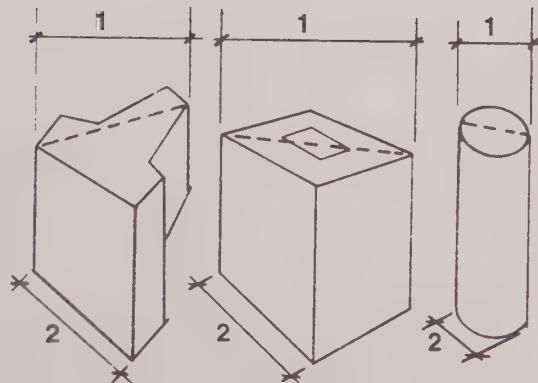
DEFINITIONS

Principal Plan Dimension: The longest possible dimension along a building's side, measured for the portion of the building above 35 feet for office uses and 50 feet for retail uses.

Maximum Diagonal Dimension: The longest possible dimension between the most separate points of a building, also measured for the portion of a building over 35 feet high for office uses and 50 feet high for retail uses.



REGULAR SHAPE



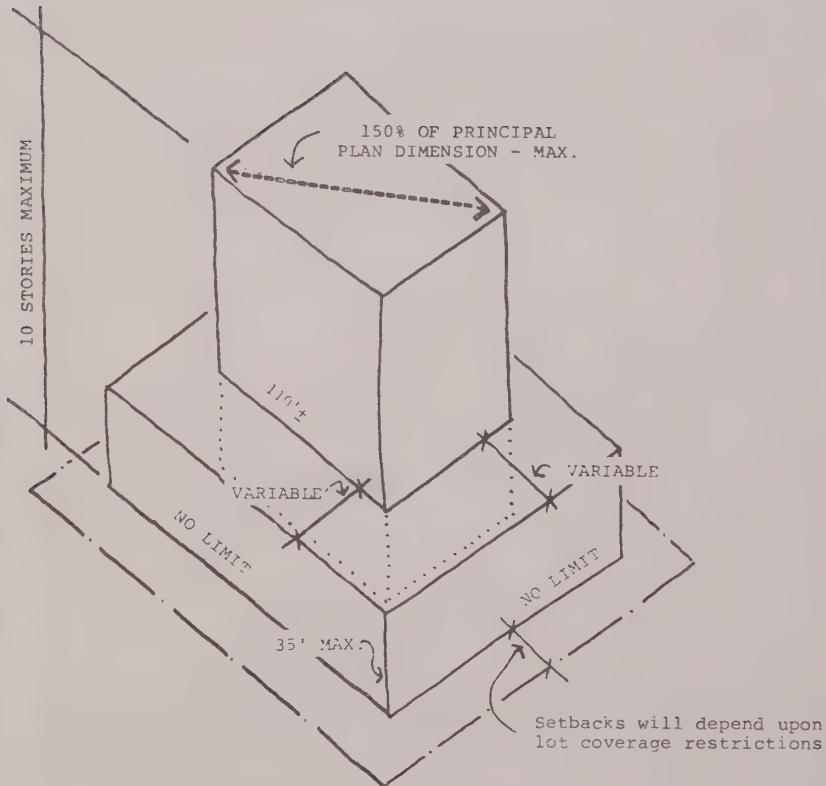
1 = MAXIMUM DIAGONAL PLAN DIMENSION
2 = PRINCIPAL PLAN DIMENSION

IRREGULAR SHAPES

FIGURE 15

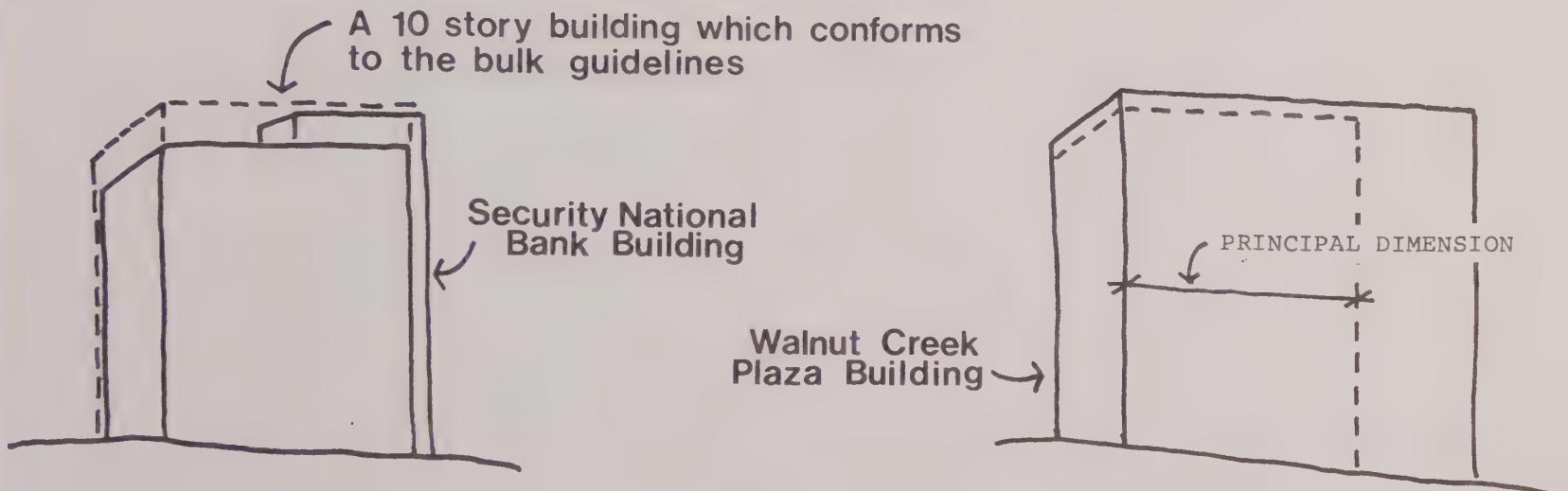
WAYS TO REDUCE BULK

1. Vary the planes of the exterior walls in depth and/or direction.
2. Vary the height of the building so that it appears to be divided into distinct units.
3. Vary the materials used on the building's exterior in type, color, texture, and/or scale to create the impression that the facade is made up of separate major parts.
4. Buildings which are bulky seem less bulky if widely separated from adjacent structures.
5. Use materials, color, and scale that are either similar or harmonious with nearby development.
6. Create a pleasant pedestrian environment at ground level through the use of architectural detailing, people involved activities, and landscaping.
7. The maximum diagonal plan dimension should not exceed the principal plan dimension by more than 150 percent.
8. The maximum principal plan dimension should be close to 100' for that portion of a building which is above 35' in height for office uses or 50' for retail uses.



Bulk Guidelines

FIGURE 16



Building Envelope Comparison

FIGURE 17

CORE AREA ENTRIES

One of the most effective ways to establish a stronger image in the Core Area is to install identification signs and special landscaping at the entries into the Core Area.

The entry points where these signs are recommended are shown on the map on the next page. Coupled with the undergrounding of utilities, street tree planting, private landscaping, and the removal of nonconforming signs, these entry signs will vastly improve the appearance of the entry points and better define the extent of the Core Area.

CENTRAL PEDESTRIAN DISTRICT

One of the highest priorities of this plan has been to create a district attractive to pedestrians in the center of the Core Area. This section suggests modifying some streets and adding other pedestrian linkages so that shoppers can enjoy a district comparatively free from the noise and safety hazards posed by automobiles.

These improvements are to be phased in as the public deems them appropriate and in concert with new development. The City is now actively engaged in a street tree planting program and is installing handicapped sidewalk ramps to permit access to downtown businesses for people with limited mobility.

In addition, because a pedestrian-oriented area will attract the elderly and handicapped persons, this plan suggests how to remove other types of architectural barriers that restrict use of Walnut Creek's downtown by these people.

STREET MODIFICATIONS AND PEDESTRIAN LINKAGES

Historically, the Main Street-Locust and Broadway Plaza areas have been the centers for retail

commercial activity in downtown Walnut Creek. The numerous small shops and larger department stores attract many shoppers who travel within the area on foot. As the amenities for pedestrians are improved, many more shoppers can be expected to be attracted to Walnut Creek's Core Area and to walk to more shops each time they visit.

The series of improvements shown on the following map will allow shoppers to walk from Civic Park to Main and Locust Streets and into the Broadway Plaza Shopping Center along streets which have been greatly enhanced for pedestrians.

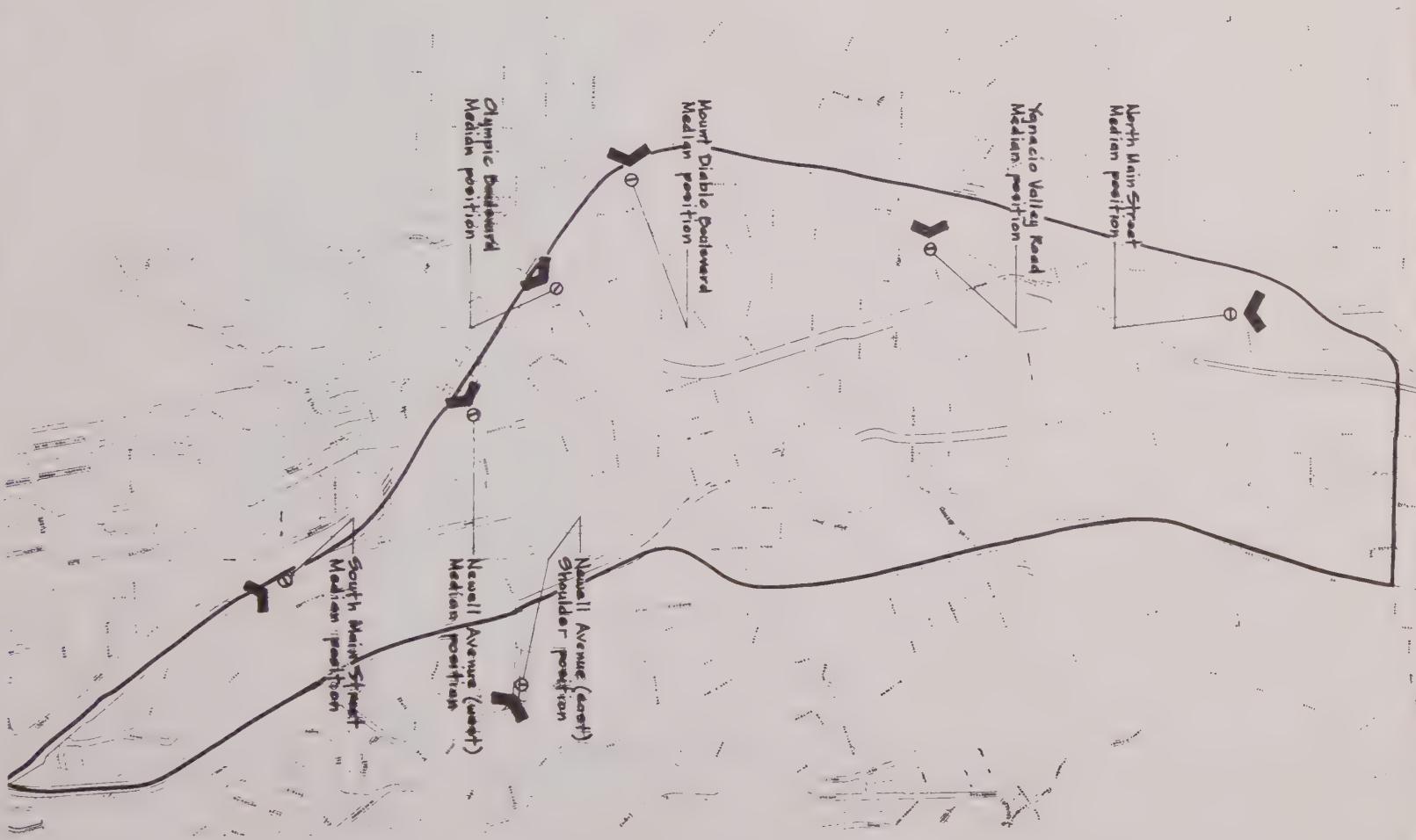
Duncan and Lincoln could be partially closed. Commercial Lane is shown to receive some landscaping, and Locust north of Mt. Diablo should receive additional pedestrian amenities such as landscaping, benches, and kiosks. South of Mt. Diablo, Locust and Olympic may be converted to a mall, depending upon the development which occurs in the Redevelopment Area.

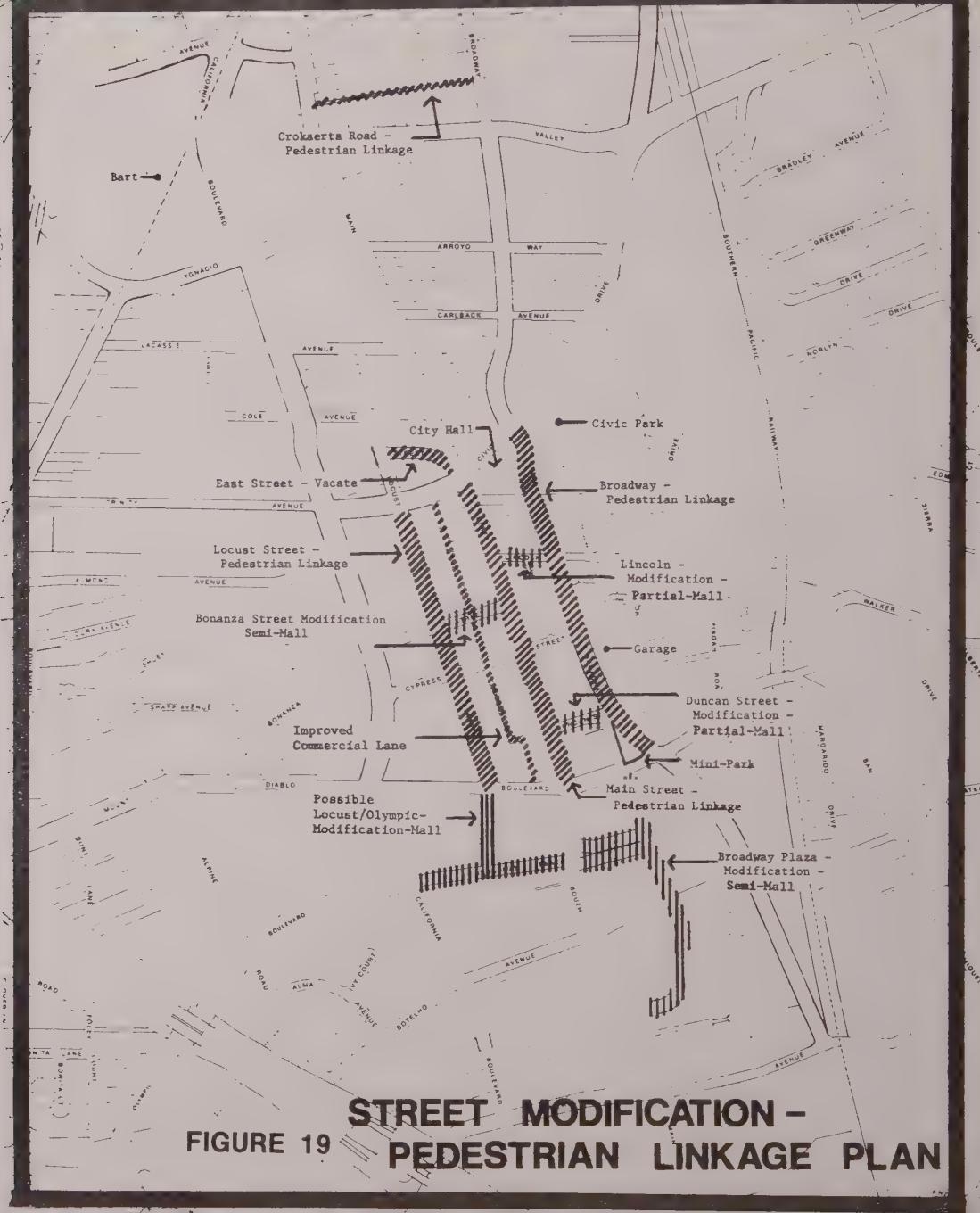
Broadway Plaza will be landscaped as a semi-mall with pedestrian amenities. The Broadway Plaza improvements are, however, contingent upon the provision that any parking removed will be provided elsewhere in the immediate area. This main path could be complemented by mini-parks west of Lincoln and in front of the Civic Arts Theater, and by a pedestrian path along San Ramon Creek south of Capwell's. In addition, an important pedestrian link is proposed between the BART Station and development to the east.

The diagrams which follow the map show how Lincoln Avenue could be modified. The Appendix contains a conceptual diagram for Broadway Plaza which illustrates one way to improve the pedestrian character of this area.

Entry Feature Plan

FIGURE 18





STREET MODIFICATION - PEDESTRIAN LINKAGE PLAN

ARCHITECTURAL BARRIERS

Over 7 percent of the nation's population is handicapped enough to be affected by "architectural barriers"—physical obstructions which restrict their access to public buildings and streets.

These handicapped people include not only people restricted to wheelchairs, but also those who walk with difficulty, use braces, crutches or walkers; whose sight is either totally or partially impaired, and whose coordination is poor because of injury to their nervous system.



The most common barriers are the following:

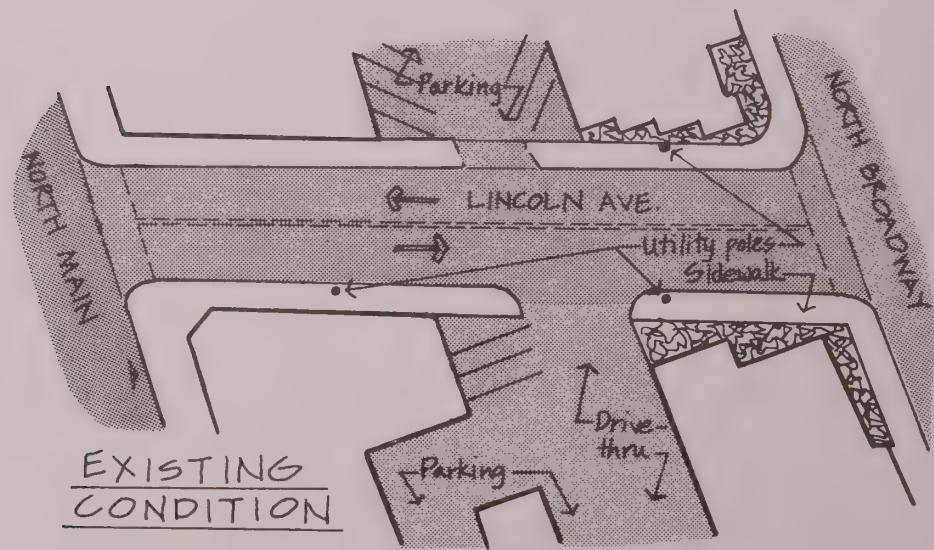
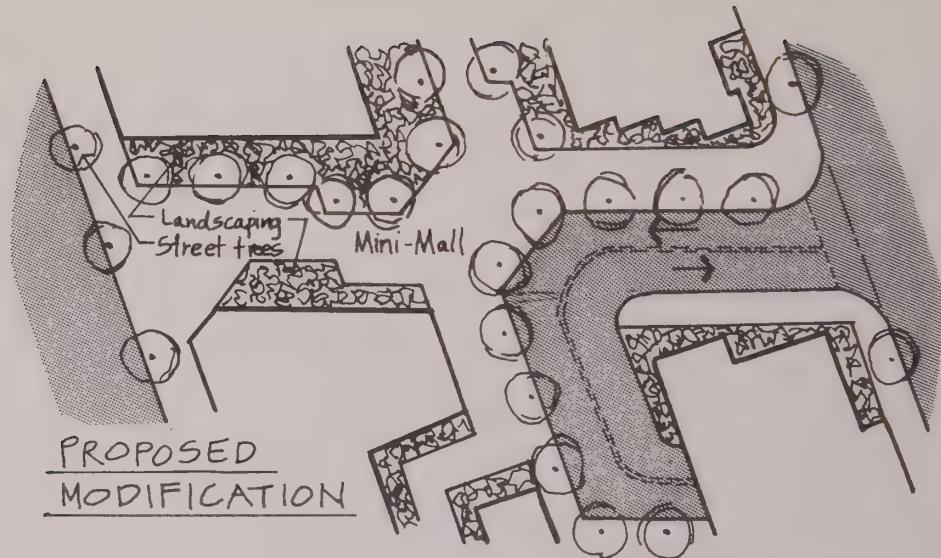
1. Curbs, which are difficult for wheelchairs to cross.
2. Drinking fountains and telephones, which are often too high for people in wheelchairs to reach.
3. Heavy doors, which require several pounds of pressure to open.
4. Parking stalls which are too narrow to allow a wheelchair to be placed next to a car.

5. Stairs and steps. Walnut Creek has done an excellent job in creating a barrier-free area on the improved section of North Main Street.

The following guidelines should be followed to ensure that barriers are not created in either new development or in the remodeling of buildings, streets, and public outdoor spaces in the Core Area.

BARRIER STANDARDS

1. Ramps should be used to allow people to cross changes in grades. These ramps should not exceed a slope of 1:10, with a slope of 1:12 preferred.
2. Exterior entry and exit doors should be at least 32" wide and should not require more than three pounds of pressure to open them.
3. Safe parking stalls next to doors should be provided for the exclusive use of handicapped persons. These spaces should be 12-feet wide and signed, "FOR HANDICAPPED USE ONLY."
4. Water fountains and public telephone which are lower than normal should be provided for wheelchair users.
5. Ramps should have non-slip surfaces.
6. Handrails on all stairways should extend 18" beyond the top and bottom of the steps to assist people who have difficulty walking.
7. All intersections should have ramped access to crosswalks.



Typical Street Modification

FIGURE 20

SENSE OF NATURE

Landscaping plays a vital part in creating an environment which is both pleasing to look at and pleasant to be in. The large native oaks downtown give residents a sense of the City's past. The sheer presence of trees also can soften the hard surfaces which nearly cover the Core Area. The following principles should be followed for landscaping downtown.

LANDSCAPING PRINCIPLES

1. Street trees shall be used to increase one's sense of the presence of nature in the downtown area.
2. The importance of a street shall be defined in part by the type of landscaping used along it.
3. Walnut Creek's history shall be enhanced by preserving the native trees in the Core Area.
4. Where possible, landscape pockets shall be allowed to encroach into sidewalk areas to reduce the visual impact of the sidewalk and to improve the pedestrian environment.
5. Landscaping shall be well adapted to Walnut Creek's climate.
6. Landscaping shall create visual interest by using a variety of plants, grouping the plants, and providing plants which are green throughout the year.
7. Landscaping shall complement the architecture of adjacent buildings and not hide it.

Street trees in particular may not only increase the sense of nature in the Core Area, but also make the function of streets clearly understandable, indicating whether they are major or minor streets or are used for residences or shops.

The chart below describes the type of trees suitable for the different kinds of streets. The map on the next page shows what kind of trees belong on each street, while the figures that follow illustrate each type of planting.

STREET TREE STANDARDS

1. Major streets in the downtown areas shall be well defined through the use of large trees planted at regular intervals. The pattern of planting in the right-of-way should convey a sense of formality and dignity in the street design. A majority of these trees should be evergreen species rather than deciduous so that there is some foliage throughout the year.
2. Minor streets shall be defined by medium-size trees (20 to 30 feet high), in repetitive patterns within the right-of-way. Trees which have fall or spring color should be encouraged.
3. Plazas and malls shall be designed and planted to reflect an informal pace suited to the pedestrian scale. Small trees should occur at regular intervals along narrow corridors. Deciduous canopy and flowering trees should be grouped at focal points and within plazas or sitting areas. A variety of color and texture is encouraged if arranged logically.
4. Residential streets shall contain a variety of trees, and street trees should be planted in groups within or outside the right-of-way. Each street should have a particular character established for it. For example, one street might use entirely deciduous trees while another street may utilize evergreen canopy trees.

Legend.

- Major street tree planting
- Minor street tree planting
- ▲▲▲ Residential street tree planting
- Plaza & Malls planting
- Limits of the core area

Street Tree Planting Plan

FIGURE 21



Major Streets



Minor Streets



Plazas & Malls



Residential Streets

FIGURE 22



IMPLEMENTATION

This section of the Core Area Plan suggests various measures which are available to carry out the recommendations of this Plan. The measures include: (1) capital improvements needed to implement transportation and design policies; (2) ordinance revisions needed to implement land use and design policies; and (3) additional planning studies needed to carry out this plan.

In total, this implementation program will require that the City undertake an extensive commitment to the downtown area. This commitment must be expressed in terms of financing, staffing, and by adopting several new regulatory devices.

CAPITAL IMPROVEMENTS & FUNDING SOURCES

Listed in the Appendix are those capital improvements which would be necessary to implement the Core Area Plan. Included are street improvements; landscaping and other aesthetic improvements; and miscellaneous improvements such as parks, bikeways, and parking structures. Funding sources and finance mechanisms will be sought and developed as specific aspects of the plan as found to be ready for implementation. It is difficult, given the economic uncertainty of the present times, to predict where monies will be available and for what they could be used. These sources will be sought, however, during the implementation phase of this plan.

ORDINANCE REVISIONS

The concepts proposed in the various elements of the Core Area Plan represent a substantial departure from policies and ordinances now in effect in the downtown. To implement these new concepts and regulate development, the City must take various actions. The first action was the adoption of the Core Area Plan by the City Council, this established a set of planning policies for the downtown as part of the General Plan. Immediately following adoption of the Plan, the City must take actions to ensure that the Core Area Plan will be in conformance with City ordinances. Since the existing zoning ordinances will not adequately implement the goals in the proposed Core Area Plan, several ordinances must be devised, revised, or replaced.

This Plan calls for revisions to three types of ordinances: zoning ordinances, specific plans, and special purpose ordinances. A discussion of proposed changes in each of these three categories follows.

ZONING ORDINANCES

The two maps which follow show the existing zoning of the Core Area and the zoning that is proposed by this Plan.

Central Commercial District

This Plan proposes uses in what is now the heart of the C-C District that differ greatly from those now permitted in the district. The C-C zone now allows

several auto-oriented uses such as drive-in restaurants, car washes, light industry, and nurseries. In the Core Area, the Central Commercial District should be revised to a Pedestrian-Retail (P-R) District as follows:

1. Permit only retail uses on the ground floor, including space in parking garages which front along streets.
2. Eliminate auto-oriented uses and encourage retail uses that are appropriate to a pedestrian area.
3. Establish maximum limits for on-site parking, and encourage parking in centralized facilities.
4. Establish landscaping standards.
5. Require arcades or canopies for sun and rain protection.
6. Require handicapped access.
7. Encourage pedestrian links between parking garages and stores.

Commercial Office (C-O) District

The present commercial office district is intended to accommodate primarily offices but also permits retail shops with less than 1,000 square feet. Off-street parking is required, and a 25-foot height limit is imposed. No standards have been set for minimum lot area or lot width. In order to encourage quality office developments, the following changes are recommended in the C-O Ordinance to establish an O (Office) District:

1. Eliminate the requirement to have a use permit for a building in excess of 25' in height and follow principles to be outlined in the Height Limit Overlay Zone (see next section).
2. Encourage below-grade parking, parking behind buildings, or in-lieu parking fees at the City's discretion.
3. With the exception of restaurants, eliminate retail uses.
4. Establish landscape standards and uniform setbacks to create a definite street image.

Mixed Commercial and Office District

A new zoning district (R-O (Retail Office)) should be developed for the mixed commercial and office land use category. This new district would be predominantly auto-oriented, utilize vertical zoning techniques, dictate minimum lot sizes, and establish firm parking standards. As in the new P-R and O districts, landscaping standards would also be specified.

Elective Use Area. To regulate development in areas classified in this Plan for Elective uses, the City should utilize the planned development concept. Since the emphasis on desired uses varies among locations, a single purpose ordinance cannot adequately accommodate these differences. For this reason, use of the P-D concept is offered by this zoning district and attempt should be made to create projects that will be compatible with surrounding uses, taking advantage of topographic and natural features, and perhaps offering the City some contrast from the conventional patterns of land use which have evolved in the Central Contra Costa County area.

The nomenclature of Elective uses was designed to infer that land which falls within this classification is not subject to specific land-use limitations. Thus, within this district, commercial, office, and multifamily uses would be permitted subject to P-D zoning approval.

Within these areas, new developments could include a combination of these uses within a single project or choose a single use. The land-use element of this Plan serves as a guide for uses in these areas, but it should not be construed that variation from the uses discussed would not be considered.

Auto Sales & Services (A-S)

Auto sales and services are currently permitted in the E-L and C-G Districts. These districts are broadly designed in terms of their permitted uses. In conjunction with other zoning ordinance revisions, a new district should be established for auto sales and related uses. This district should be applied to locations both within and outside the Core Area where this use is desired. Enacting a new auto district would permit landscaping, setbacks, signs, and screening standards specifically for auto dealerships.

Planned Development District (P-D)

Scattered throughout the Core Area are a number of sites that have unique characteristics, such as a natural feature or proximity to the BART Station. Typical zoning districts do not provide enough flexibility to encourage developments

on these sites to capitalize on their features.

A P-D District can be used most advantageously where a mixture of uses is desired. Development applications in P-D areas would require a use permit, similar to that now used in the H-P-D process. The P-D zone could also be used to regulate governmental and quasi-governmental land uses.

Overlay Zone

In addition to the six new zoning districts suggested, three "overlay zones" are needed. Overlay zones are a new type of zoning tool which has not been previously utilized in Walnut Creek. An overlay zone operates by setting certain standards which are then applied to all districts over which this overlay is placed. The primary value of this tool is that standards can be tailored to meet the needs or problems of a given situation. This plan recommends that overlay zones be established to regulate: (a) setback requirements, (b) parking requirements, and (c) height limits.

Setback Requirements

Current City standards for setbacks and yards vary widely according to land use and zoning district. In residential areas, these controls can help maintain a residential quality through spaciousness and landscaping. In downtown districts, the purpose of setbacks varies between districts and even between locations within a district. In retail shopping areas where business and activity centers, setback and site coverage requirements should be relaxed. Conversely, high-rise districts need stringent site controls to maintain a spacious quality both at the ground level and on the horizon.

Overlay zones would permit setbacks to be required as needed and eliminated when unnecessary.

Parking Requirements

Parking standards are now applied almost uniformly throughout the Core Area. No consideration is given to buildings whose occupants can use transit or to structures which combine a variety of uses and can efficiently "share" spaces. Parking standards are also applied uniformly to both pedestrian-oriented and auto-oriented areas. By using an overlay zone, the City could reduce parking standards in areas where stringent requirements are not needed or would impede transit and land use goals.

Height Limits

Since height standards differ within each of the downtown land use districts, an overlay zone would be the most appropriate way to express these regulations.

SPECIFIC PLANS

Another land use control the City should use is the "specific plan." Specific plans are very detailed plans which can indicate the exact location of structures, open spaces, streets, etc., within the land area and which, ". . . shall include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the General Plan . . ." (Section 6545 of the Government Code).

The use of specific plans could be an important instrument for preserving open spaces, pedestrian access, and unique features in the Core Area. Specific plans tell developers what conditions must be met before they submit a development application and site plan.

At least seven locations in the downtown are appropriate for use of a specific plan and are shown on the Figure 23.

<u>Location</u>	<u>Reason</u>
1. Golden Triangle	Access problems, distance between structures, pedestrian circulation
2. Dillingham Block	Parking problems, pedestrian and vehicular access, distance between structures
3. GEMCO Site & Adjoining Area	View preservation, pedestrian and vehicular access, truck loading, open space
4. North Section of Broadway Plaza	Parking, pedestrian orientation, vehicular access, open space, view preservation
5. Area South of Newell	Creek preservation, pedestrian and vehicular access, parking, open space
6. Kazebeer Property	Vehicular access, buffering, open space, street location
7. Alma Avenue	Transition problem from existing residential to new uses, freeway noise & visibility, and irregular street pattern now exists.



Specific Plan Areas

FIGURE 23

SPECIAL PURPOSE ORDINANCES

Ordinances can be enacted for a variety of purposes. Two types of special purpose ordinances which might be enacted are: (1) Tree Preservation, and (2) Historical Preservation.

PLANNING STUDIES

To fully implement the Core Area Plan, the Planning Commission and staff will have to refine various aspects of the Plan during the next few years. Immediately following adoption of the Plan, zoning ordinances will need to be revised. Following that will be the preparation of specific plans and the design of high priority capital improvement projects. Concurrent with these processes, the City must solicit state, federal, regional and private funds for studies, acquisition, and construction of projects. A recommended action program is as follows:

FY 75-76

1. Solicit funding sources
2. Adopt new zoning districts and revise zoning map
3. Adopt Specific Plans
4. Design capital improvement projects
5. Begin Block Grant Program
6. Continue Redevelopment work

FY 76-77

1. Solicit funding sources
2. Design CIP Projects
3. Continue Block Grant Program

FY 76-77

4. Continue redevelopment work
5. Develop street lighting and landscape plans, City entry plan, and street closure plan

FY 77-78

1. Solicit funding sources
2. Revise zoning ordinances as needed
3. Review General Plan in Core Area
4. Continue redevelopment
5. Continue CIP project design
6. Continue Block Grant Program

City Posture

Projects which conform to the concepts contained in this Plan shall receive guidance and support from the City and will be processed in an efficient and expeditious manner.



AREA PLANS

BART STATION AREA

PROBLEMS

- a. Noise from freeway and BART.
- b. Traffic congestion on Ygnacio Valley Road.
- c. Ugly entryway to the downtown area from North Main Street & Ygnacio Valley Road off-ramp.
- d. Traffic hazards at the intersection of North Main Street and North California Boulevard.
- e. Lack of adequate BART parking.
- f. Small lot sizes and deteriorating housing in the Golden Triangle and south of Ygnacio Valley Road.
- g. Vehicular access problems to the Golden Triangle.
- h. Lack of pedestrian and bicycle access to BART.

PLANNING POLICIES

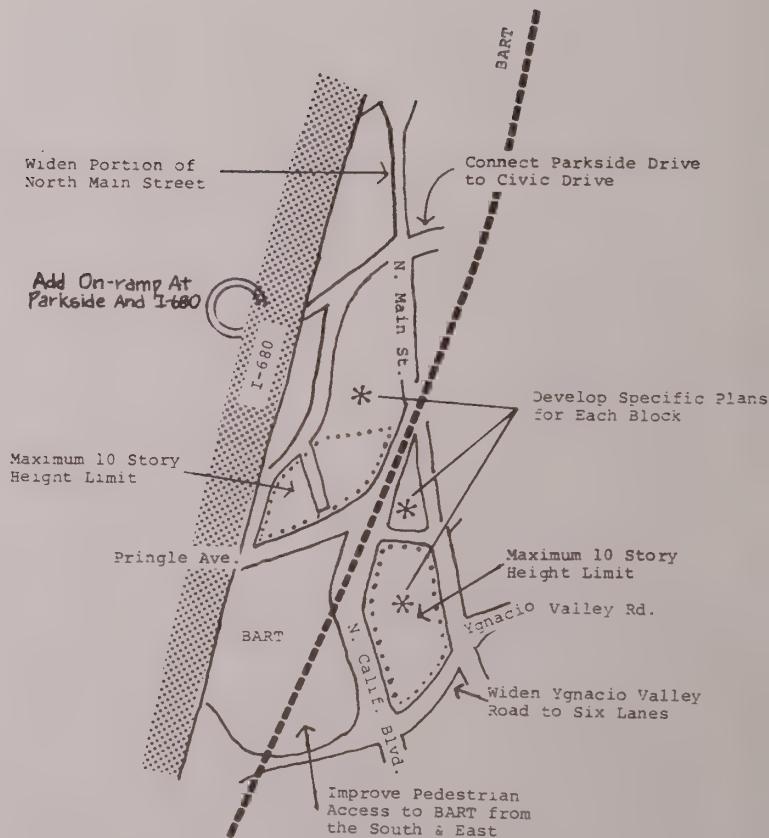
- a. Plan calls for high-rise and high intensity uses to the north and east of the BART Station.
- b. Plan encourages revision of BART Station parking lot for: safer pedestrian circulation; and better bus, handicapped, and bicycle access.
- c. Pedestrian access to BART must be improved as development of the area proceeds.
- d. The land north of the BART Station should incorporate a mixture of uses.

OPPORTUNITIES

- a. Fairly low intensity of development at present.
- b. Highest point in Core Area and thus has views of Shell Ridge, Las Trampas, Mt. Diablo, etc.
- c. Proximity to BART and freeway and other transit lines.

IMPLEMENTATION

- a. Widen Ygnacio Valley Road.
- b. Adopt specific plans for Golden Triangle and land east of BART.
- c. Improve North Main circulation near the freeway and freeway access.
- d. Connect Parkside Drive to Civic Drive.
- e. Limit height of buildings to 10 stories north and east of the BART Station.



NORTH CENTRAL CORE AREA

PROBLEMS

- a. Awkward street and circulation system.
- b. Traffic congestion on Ygnacio Valley Road.
- c. Irregular developmental patterns.
- d. Lack of landscaping or aesthetic improvements.

PLANNING POLICIES

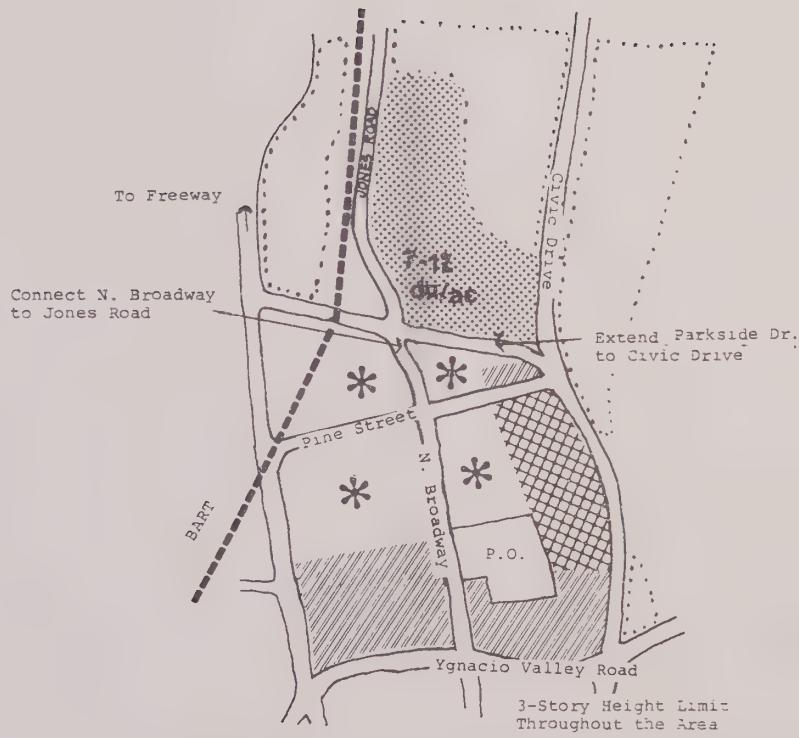
- a. This area should have a low profile character and a maximum height limit of 35 feet.
- b. Some of Walnut Creek's auto sales and services should be concentrated into this area.
- c. Additional multifamily areas are needed to meet housing demands and locate residential areas within a reasonable distance from BART.

OPPORTUNITIES

- a. Largest acreage of vacant land in Core Area is located in this district.
- b. Redevelopment may work as a vehicle to improve area.
- c. Possibilities exist to improve circulation.
- d. Proximity to BART.

IMPLEMENTATION

- a. Rezone all of this area to the appropriate new zoning districts outlined in implementation program.
- b. Widen Ygnacio Valley Road.
- c. Connect Civic to Parkside to serve as an Ygnacio Valley Road by-pass.



- ★ New Auto Sales and Service District
- ▨ New Retail-Office District
- ☒ Office Uses
- ▨ New Multifamily District
- Retain Existing Land Uses

TRINITY AVENUE AREA

PROBLEMS

- a. Noise from BART affects residential area.
- b. Traffic congestion on Ygnacio Valley Road.
- c. Most land is fragmented into small parcels with separate ownerships.
- d. Underuse of land covered with church parking lots.

PLANNING POLICIES

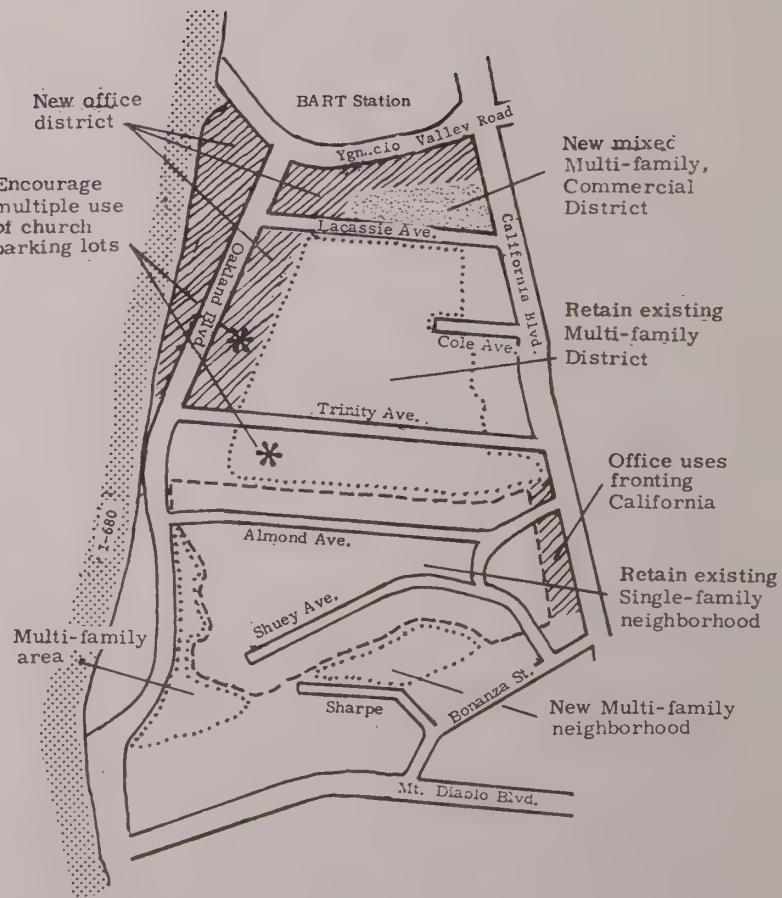
- a. Establish new office areas along Oakland Boulevard and Ygnacio Valley Road where housing is deteriorating and BART's noise impact is greatest.
- b. Retain the Almond-Shuey neighborhood for single-family use.
- c. Retain the Trinity-Lacassie multifamily apartment area.
- d. Maintain a 35-foot height limit for most of this area.

OPPORTUNITIES

- a. Proximity to BART and freeway.
- b. Source of reasonably priced housing.
- c. Some vacant or underdeveloped land exists.
- d. Close to retail shopping and employment areas.

IMPLEMENTATION

- a. Rezone areas along Oakland and Ygnacio Valley Road for new office uses.
- b. Revise multifamily districts to delete offices as permitted uses.
- c. Widen Ygnacio Valley Road.



ARROYO WAY TRIANGLE

PROBLEMS

- a. Congestion on Ygnacio Valley Road.
- b. Underutilization of land due to auto dealerships, parking lots, and low intensity uses.
- c. Lack of landscaping and aesthetically appealing areas.

OPPORTUNITIES

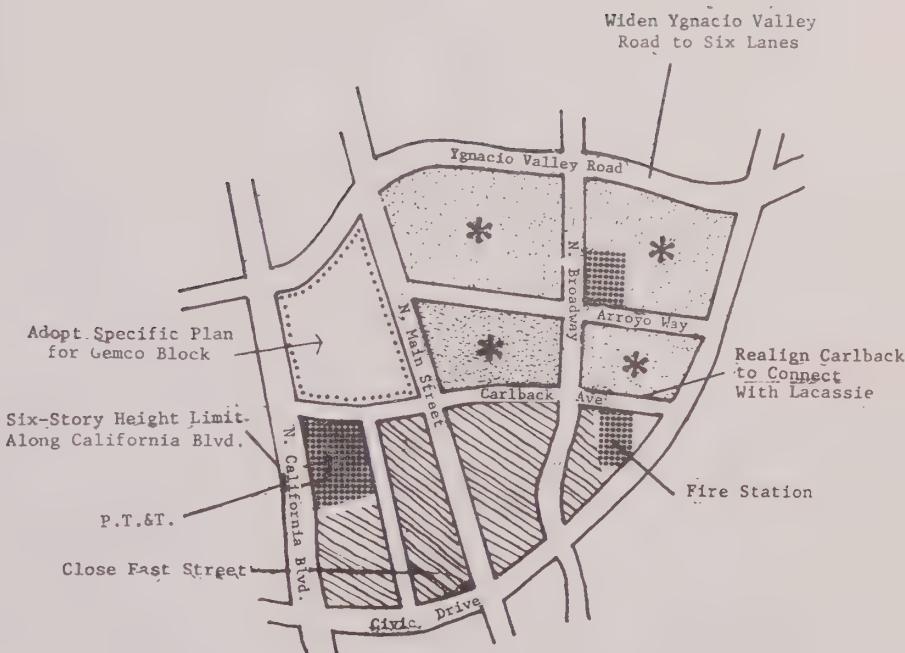
- a. Proximity to BART.
- b. Some undeveloped land.
- c. Proximity to major streets.
- d. Closure of East Street.

PLANNING POLICIES

- a. Medium intensity uses and six-story height limit permitted along the east side of California Boulevard.
- b. Realign Lacassie-Carlback.
- c. Close East Street.
- d. Encourage mixed uses in the areas north of Lacassie and Carlback.

IMPLEMENTATION

- a. Rezone all of this area to the appropriate new zoning.
- b. Redevelopment project and state monies should be utilized to widen Ygnacio Valley Road through this area.
- c. Encourage private development to realign the Lacassie-Carlback connection.
- d. Adopt a specific plan for the GEMCO site.



New Office-Retail District



New Retail, Residential, and Office District



Elective Use District Which Permits Office Retain and/or Residential Uses.

CARMEL DRIVE AREA

PROBLEMS

- a. Civic Park not completely utilized; buildings block views into park.
- b. Employee parking on residential streets.

OPPORTUNITIES

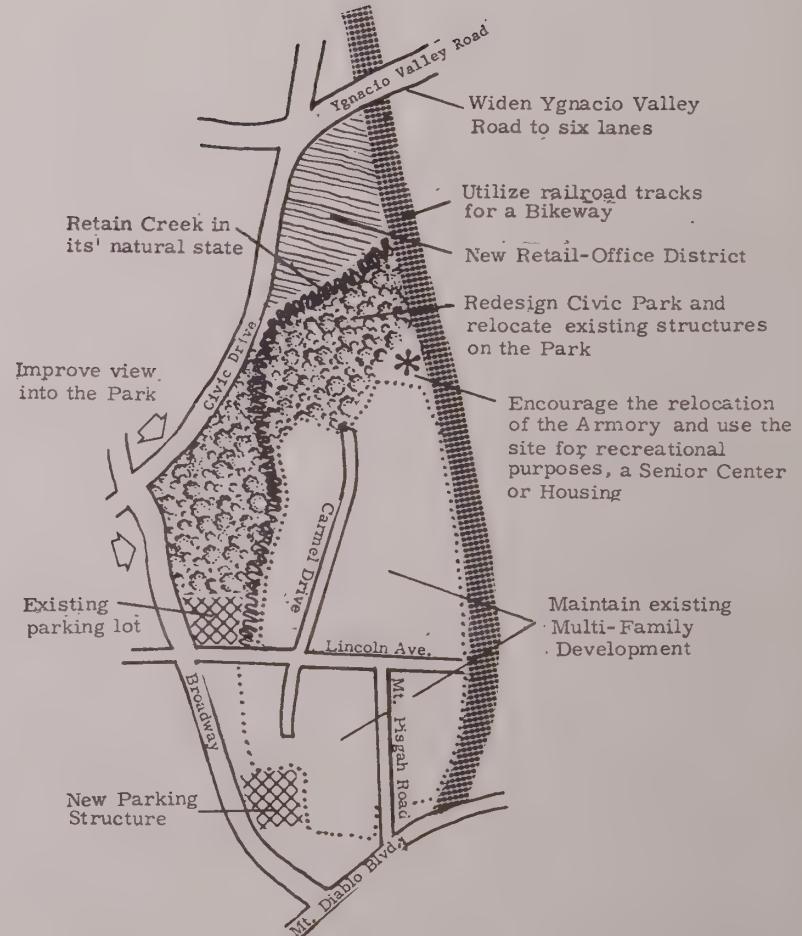
- a. Stable multifamily area with senior citizens' housing.
- b. Street trees along North Broadway.
- c. Southern Pacific Right-Of-Way.
- d. Potential for relocation of National Guard Armory.

PLANNING POLICIES

- a. Redesign Civic Park and relocate the existing structures near the library.
- b. Develop the Southern Pacific Right-Of-Way as a bikeway.
- c. Retain the stable multifamily area.
- d. Encourage the relocation of the Armory and use the site for recreation, a senior center, or housing.
- e. Allow low-profile development--maximum height 35'.
- f. Retain creek in its natural state.

IMPLEMENTATION

- a. Park redesign included in Capital Improvement Program; new structures financed with local bonds, block grants, and other sources.
- b. Encourage the East Bay Regional Park District to purchase and maintain bikeway.
- c. Commence negotiations for relocation of Armory.
- d. Impose height limit.



MAIN STREET SHOPPING AREA

PROBLEMS

- a. Excessive traffic in pedestrian area.
- b. Few pedestrian amenities except on Main Street.
- c. Inadequate loading facilities.

OPPORTUNITIES

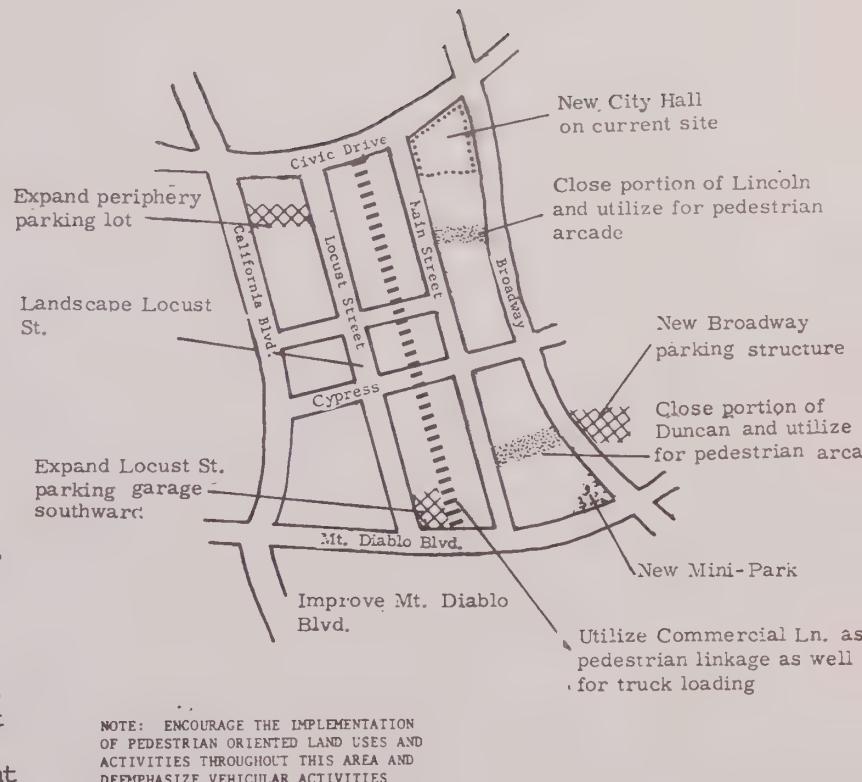
- a. Attractive, small-scale development.
- b. Successful retail area.

PLANNING POLICIES

- a. Encourage autos to utilize Broadway and California Boulevard.
- b. Emphasize retail uses within area.
- c. Close portions of Duncan and Lincoln for pedestrian arcades.
- d. Landscape and straighten Commercial Lane.
- e. Landscape Locust Street.
- f. Construct new City Hall.
- g. Allow only low-profile development with a 35-foot height limit except on the east side of California Boulevard where higher buildings would be permitted.

IMPLEMENTATION

- a. Revise zoning ordinance to allow only retail uses on ground floor and to restrict auto-oriented uses.
- b. Include malls and landscaping in Capital Improvement Program.
- c. Finance parking garages with in-lieu fees, assessment districts, redevelopment projects.
- d. Impose height limit.



MT. DIABLO BOULEVARD DISTRICT

PROBLEMS

- a. Low intensity land uses and low quality development along Mt. Diablo Boulevard.
- b. Lack of landscaping throughout this area.
- c. Inadequate intersections at Olympic and California and Alpine and Mt. Diablo.
- d. Some deteriorating housing in the Alma Avenue neighborhood.

OPPORTUNITIES

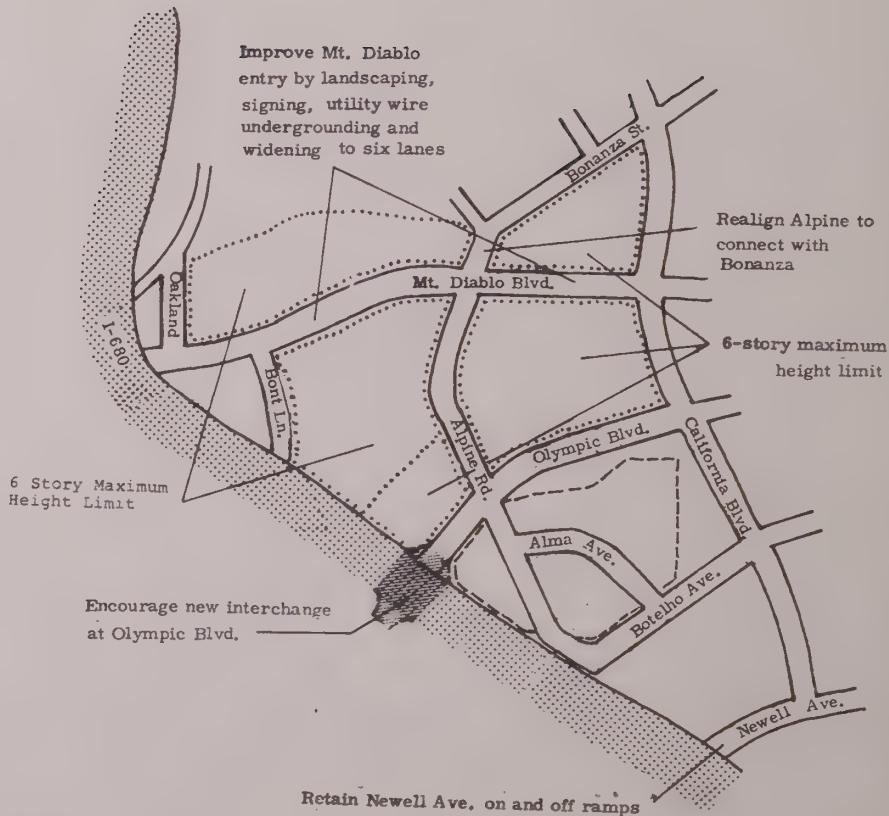
- a. Mt. Diablo Boulevard is not used to capacity.
- b. Freeway access at Mt. Diablo and Newell.
- c. Proximity to Broadway shopping area.

PLANNING POLICIES

- a. Up to six-story buildings permitted along Mt. Diablo Boulevard west of Bonanza Street.
- b. Make Mt. Diablo Boulevard a six-lane landscaped street and underground utility wires.
- c. Realign Alpine Road and Bonanza Street to connect with each other.

IMPLEMENTATION

- a. Rezone all areas to the appropriate new zoning district.
- b. Follow height limits and bulk guidelines in this area.
- c. Retain the Newell Avenue on- and off-ramps.



CENTRAL RETAIL AREA

PROBLEMS

- a. California Boulevard and South Broadway end at Newell.
- b. Portions of Mt. Diablo Boulevard and South California Boulevard have irregular street widths.
- c. Low-intensity uses on some of this land.
- d. Traffic congestion on South Main and Newell.
- e. Creek is channelized and unattractive.

OPPORTUNITIES

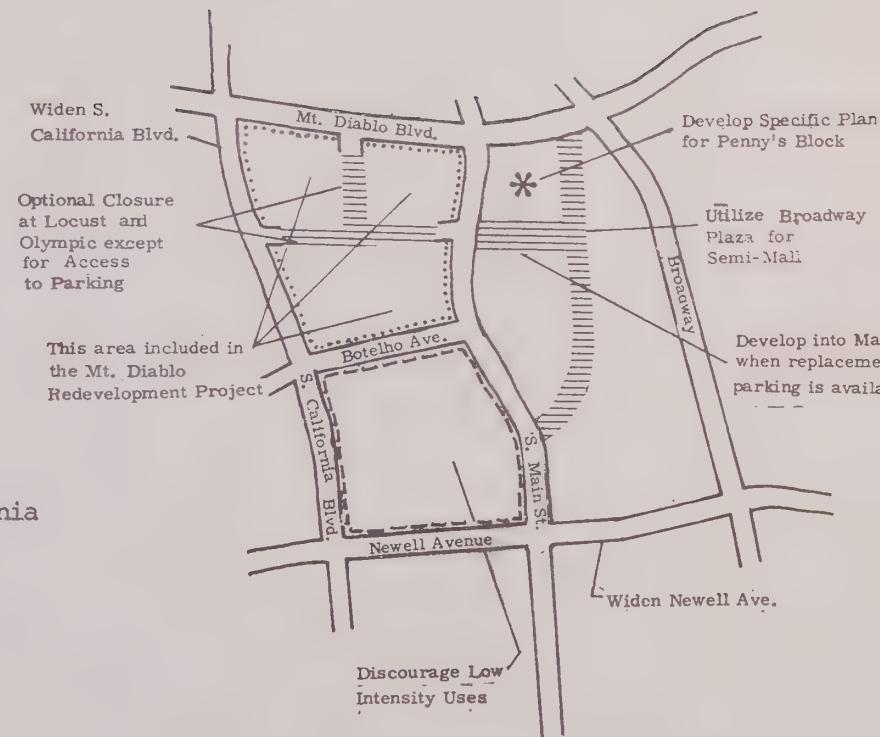
- a. Low-intensity use area and some vacant land.
- b. Use of Mt. Diablo Redevelopment Project to facilitate public and private improvements.
- c. Possible closure of Locust and Olympic south of Mt. Diablo Blvd.
- d. Shuttle-bus route goes through this area.
- e. Large lot sizes.

PLANNING POLICIES

- a. Establish a parking lot near Olympic and California Boulevards and near Olympic Boulevard and South Main Street.
- b. Encourage pedestrian travel in this sector.
- c. Improve South California, Mt. Diablo Boulevard, and Newell by widening and landscaping.
- d. Encourage pedestrian-oriented uses in this area.

IMPLEMENTATION

- a. Seek funding for an interchange at Olympic Boulevard or connection of South California to I-680.
- b. Retain Mt. Diablo Redevelopment Project.
- c. Develop a specific plan for the Penny's block.
- d. Rezone each area as proposed.



SOUTHERN CORE AREA

PROBLEMS

- a. Traffic congestion along South Main Street.
- b. Traffic congestion at the intersection of South Main and Creekside Drive.
- c. Inadequate emergency access to Creekside Drive.
- d. Underutilization of the railroad tracks.
- e. Noise from the freeway.

OPPORTUNITIES

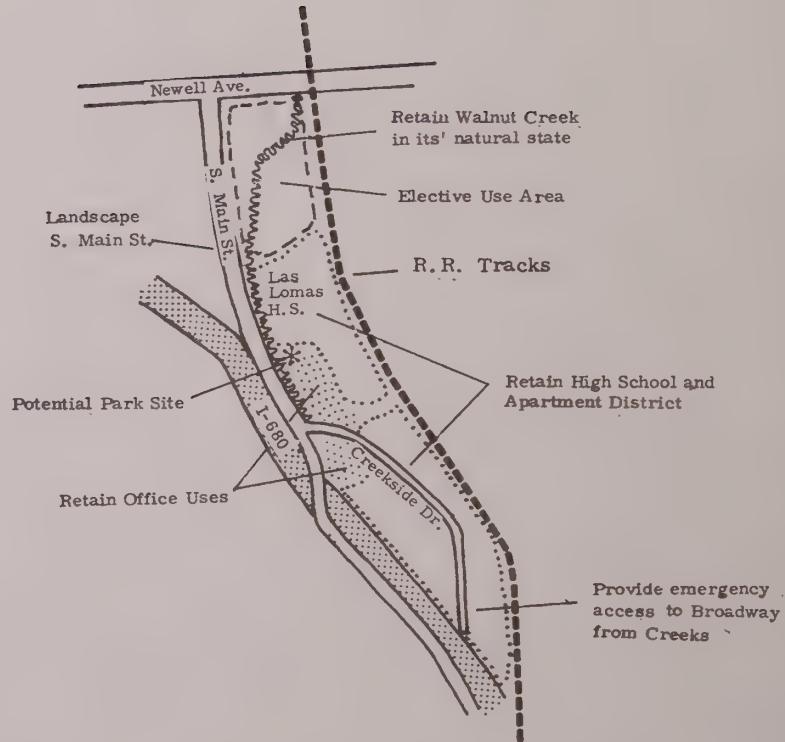
- a. Potential mini-park site along the creek.
- b. Natural condition of the Walnut Creek.
- c. High quality Quail Court office development.

PLANNING POLICIES

- a. Retain most of the existing land uses.
- b. Continue to study alternative means of extending South Broadway to I-680.
- c. Improve emergency access into Creekside Drive.
- d. Develop a mini-park along the Creek.

IMPLEMENTATION

- a. Provide emergency access to Creekside Drive.
- b. Rezone land as recommended.





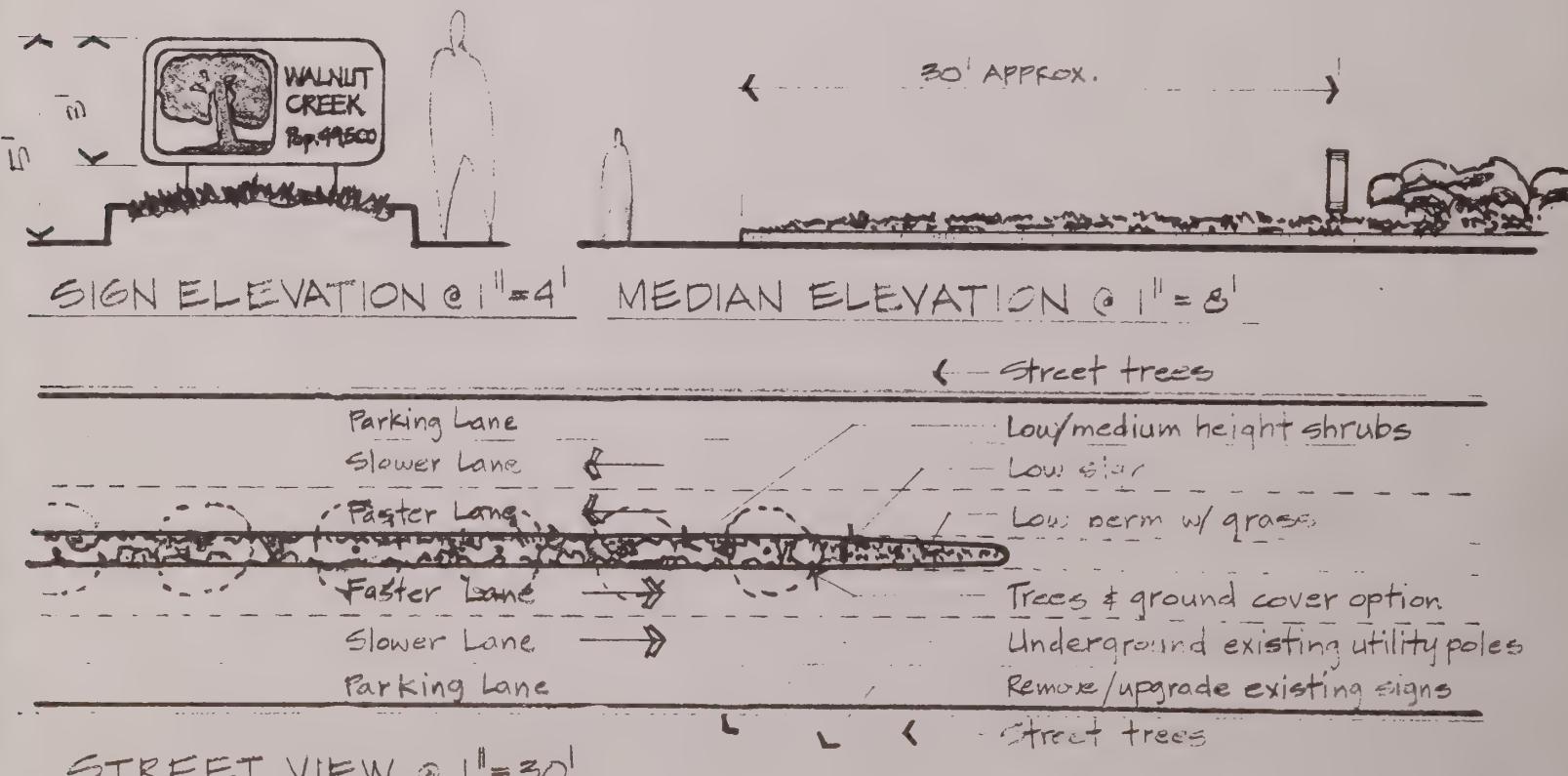
APPENDIX

PURPOSE:

to use the logo, city name, city population count to make people aware of entering the central (core) area by means of landscaping, signage, and medians at points of increased "drama" & expectation.

MISC. IMPROVEMENTS:

remove/upgrade existing signs to conform to the sign ordinance; plant street trees; relocate utility poles underground.



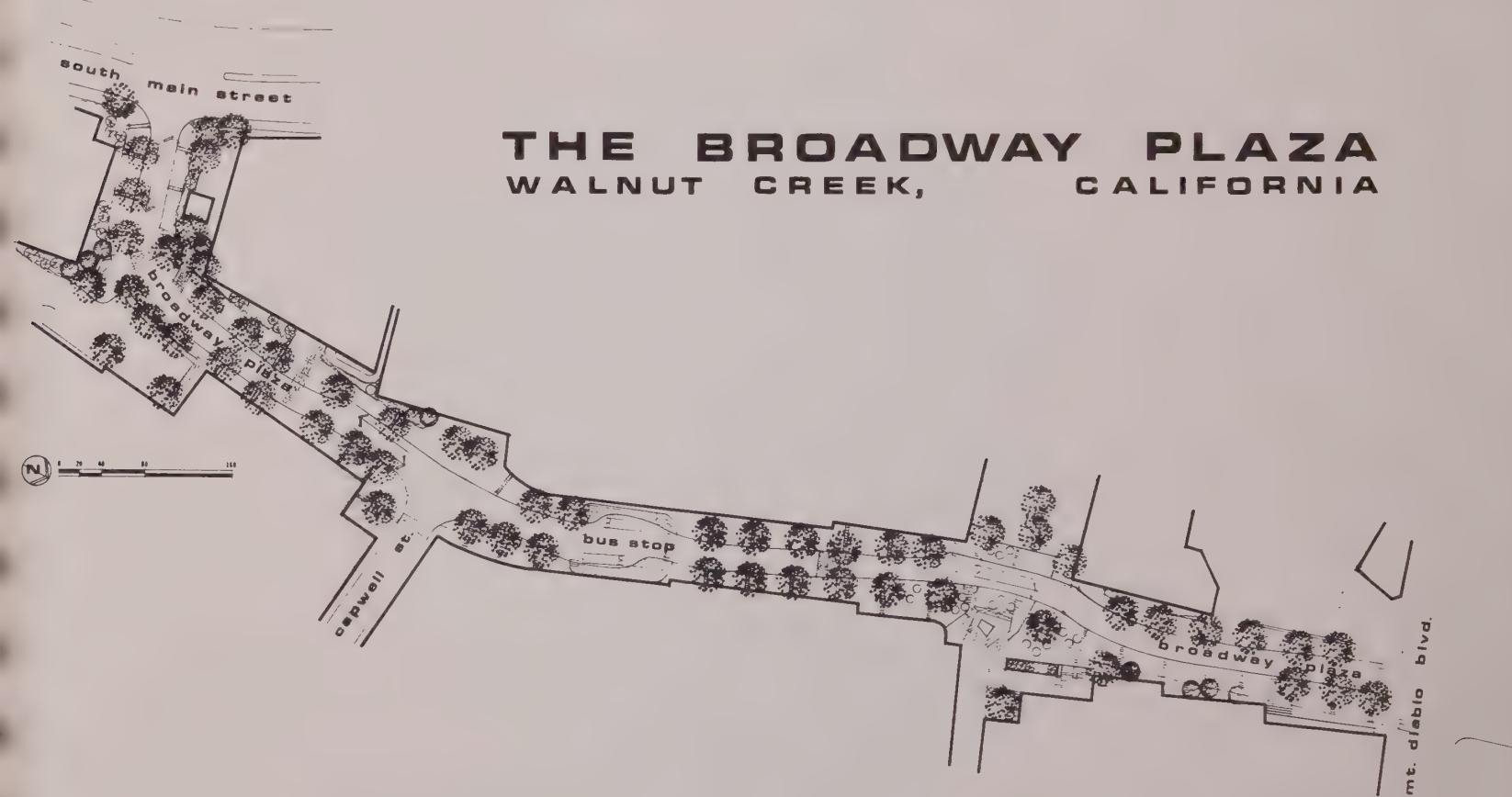
Prototype Core Area Entry

HEIGHT LIMITS AND BULK GUIDELINES APPLIED TO EXISTING BUILDINGS

<u>NAME</u>		<u>BASE</u>	<u>TOP SECTION</u>	<u>RELATIONSHIP TO PROPOSED HEIGHT LIMITS AND BULK GUIDELINES</u>
Pacific Telephone	Height (H)	34'	50'	
	Length (L)	212'	101'	The top section is too wide.
	Width (W)	101'	101'	
Capwell's	H	56'	Utility Tower Not Incl.	The top six feet of the building exceed the retail bulk.
	L	232'		
	W	217'		
Walnut Creek Plaza (Dillingham Bldg.)	H	144'		The building is too long.
	L	150'		
	W	105'		
Security National Bank	H	104'		OK
	L	55'		
	W	108'		
Bullock's	H	50'+24'	Penthouse	OK
	L	368'		
	W	278'		
John Muir Hosp. Tower	H	130'		The tower is too long.
	L	190'		
	W	55'		

THE BROADWAY PLAZA

WALNUT CREEK, CALIFORNIA



CAPITAL IMPROVEMENTS NECESSARY TO IMPLEMENT CORE AREA PLAN STREET IMPROVEMENTS

<u>Priority</u>	<u>Item</u>	<u>Cost*</u>
High	Widen North Main On-Ramp to I-680	50,000
High	Signal Improvements at Mt. Diablo Blvd.-Boulevard Way-Freeway 24	56,000
High	Signal Improvements at California and Trinity	Minor
High	Purchase Buses for YVR Feeder System	200,000
High	Widen Ygnacio (Oakland to Civic)	1,200,000
High	New Signal at Botelho & California	60,000
Medium	Extend North Broadway to Jones Road	?
Medium	New Signal Controller at Mt. Diablo and California	20,000
Medium	Reconstruct Broadway Plaza--Capwell Lane to Mt. Diablo Blvd.	300,000
Medium	Close part of Duncan--Landscape	65,000
Medium	Close portion of Lincoln and Landscape	65,000
Medium	Widen N. Main Street Overcrossing at I-680	1,800,000
Medium	New Signal at Cypress and Broadway	50,000
Low	Signal System on N. California from Trinity-Botelho	
Low	Widen Portions of Mt. Diablo from California to Oakland	20,000
Low	Widen N. Main north of Parkside	15,000
Low	Contribute to Pedestrian Walkway to BART	150,000
Low	Realign Lacassie--Carlback	620,000
Low	Realign Alpine--Bonanza	2,500,000

*These cost estimates are only a rough indication of the total cost of each project; they are not final project estimates.

LANDSCAPING AND AESTHETIC IMPROVEMENTS

<u>Priority</u>	<u>Item</u>	<u>Cost*</u>
1. High	Mt. Diablo Blvd. Median & Street Trees	\$60,000
2. High	Core Area Entry Signs	\$32,000
3. High	North Main Street Trees (Civic -- Pine)	\$10,000
4. Med.	Newell Ave. Landscaping (East of Main)	Part of Newell Widening Project
5. Med.	Ygnacio Valley Road Street Trees between Civic and I-680	Part of FAU Project
6. Med.	Locust Street Landscaping	\$55,000
7. Med.	Locust--Olympic Modification & Landscaping	\$50,000
8. Low	Commercial Lane Improvement	\$40,000
9. Low	Bonanza -- Street Trees	\$1,000
10. Low	Pine -- Street Trees	\$14,000
11. Low	Oakland Blvd. -- Street Trees	\$23,000
12. Low	Crokaerts Road Improvement and Landscaping	\$11,000

MISCELLANEOUS IMPROVEMENTS

<u>Priority</u>	<u>Item</u>	<u>Cost*</u>
1. High	Parking Structure near Mt. Diablo & California	\$1,600,000
2. Med.	Parking Structure near California & Civic	\$1,400,000
3. Med.	Mini-park for No. Core Area	\$100,000
4. Med.	Public Art	Pd. by Artists' Group
5. Low	Mini-park for North Main St.	\$12,000
6. Low	Bikeways	\$12,000

These costs are based on preliminary data only and indicate probable costs only at current prices (April 1975).

CITY OF WALNUT CREEK

CITY COUNCIL

Robert I. Schroder, Mayor
James L. Hazard, Mayor Pro Tem
Richard D. Hildebrand
Margaret W. Kovar, Former Mayor
Sanford M. Skaggs

COMMUNITY DEVELOPMENT DEPARTMENT STAFF

Karel A. Swanson, Community Development Director
Gary Binger, Chief of Planning
Eddie Peabody, Jr. (former Chief of Planning)
Michael Rosenquist, Project Coordinator
Arnold Hollander, Senior Planner
Sheridan Smith, Senior Planner
Barbara Kautz, Associate Planner
Lester R. Foley, Redevelopment Coordinator
Alan Grant, Senior Planner
Scott Muller, Assistant Planner
Jeffrey Nelson, Assistant Planner
Keith Lockard, Traffic Engineer
Gene Sabo, Planning Technician
Randy Jerome, Planning Technician
Judy Hemingway, Planning Trainee
Thomas Clausen (former Planning Technician)
Beverley Rooney
Hazel Nelson
Charolene Harris
Marge Radar
Sharon Korber

PLANNING COMMISSION

William R. Hartman, Chairman
Herbert W. Martin, Vice Chairman
William H. Armstrong
James S. Ceragioli
JoAnn Hanna
Lee Maice, Former Chairman
Mark W. Noe

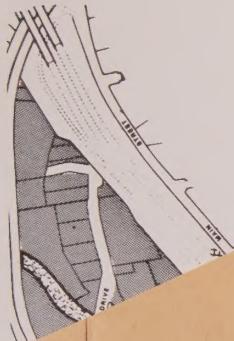
CITY STAFF PARTICIPANTS

Thomas G. Dunne, City Manager
Daniel J. Curtin, Jr., City Attorney
John Shaw, Assistant City Attorney
Central Services Staff



ek, California - November 17, 1975

PLAN



KAROLTON® *Natural* KLASP
NO. 97 10 x 13
KAROLTON ENVELOPE
WEST CARROLLTON, OHIO



